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

12 In the Matter of the Accusation Against:

Case No. 79/26-14334

13 **FROSAN ENTERPRISES INC**
14 **AHMAD SHIREHJINI –**
15 **PRESIDENT/TREASURER**
16 **SEYEDEHSAN GHAVAMI –**
17 **SECRETARY DBA SMOG MASTERS A**
18 **TO Z**
20138 Roscoe Blvd. #2
19 Canoga Park, CA 91306
Automotive Repair Dealer Registration No.
20 **ARD 275051**
Smog Check, Test-Only, Station License No.
21 **TC 275051**

ACCUSATION

22 **and**

23 **AHMAD SHIREHJINI**
24 **23001 Brenford St**
25 **Woodland Hills, CA 91364**
26 **Smog Check Station Inspector No.**
27 **EO 620964**
28 **Smog Check Repair Technician License**
Number EI 620964

Respondents.

PARTIES

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

Frosan Enterprises Inc Ahmad Shirehjini – President/Treasurer Seyedehsan Ghavami – Secretary dba Smog Masters A to Z

Automotive Repair Dealer Registration

2. On or about December 17, 2013, the Bureau issued Automotive Repair Dealer Registration Number ARD 275051 to Frosan Enterprises Inc Ahmad Shirehjini – President/Treasurer Seyedehsan Ghavami – Secretary dba Smog Masters A to Z (“Respondent Smog Masters”). The Automotive Repair Dealer Registration was in full force and effect at all times relevant to the charges brought herein and will expire on December 31, 2026, unless renewed.

Smog Check, Test-Only, Station License

3. On or about January 2, 2014, the Bureau issued Smog Check, Test-Only, Station License Number TC 275051 to Respondent Smog Masters. The Smog Check, Test-Only, Station License was in full force and effect at all times relevant to the charges brought herein and will expire on December 31, 2026, unless renewed.

STAR Station Certification

4. Smog Masters A to Z is also certified as a STAR Station. The certification was issued on or about January 23, 2014, and will remain active unless the ARD registration and/or Smog Check Station license is revoked, canceled, licenses become delinquent, or the certification is suspended.

Ahmad Shirehjini

**Smog Check Inspector License/Smog Check Repair Technician License
(formerly Advanced Emission Specialist Technician License Number EA 620964)**

5. In 1996, the Bureau issued Advanced Emission Specialist Technician License Number EA 620964 to Ahmad Shirehjini (“Respondent Shirehjini”). Respondent Shirehjini’s Advanced Emission Specialist Technician License was due to expire on November 30, 2012, however, it was cancelled on August 15, 2012. Subsequently, pursuant to California Code of

1 Regulations, title 16, section 3340.28, subdivision (e)¹, the license was renewed, pursuant to
2 Respondent Shirehjini's election, as Smog Check Inspector License Number EO 620964 and
3 Smog Check Repair Technician License Number EI 620964, effective August 15, 2012. The
4 Smog Check Inspector License was in full force and effect at all times relevant to the charges
5 brought herein and will expire on November 30, 2026, unless renewed. Respondent Shirehjini's
6 Smog Check Repair Technician License expired on November 30, 2020, and has not been
7 renewed.

8 **JURISDICTION**

9 6. Business and Professions Code ("Code") section 9884.7 provides that the Director
10 may revoke an automotive repair dealer registration.

11 7. Section 9884.13 of the Code provides, in pertinent part, that the expiration of a valid
12 registration shall not deprive the director or chief of jurisdiction to proceed with a disciplinary
13 proceeding against an automotive repair dealer or to render a decision invalidating a registration
14 temporarily or permanently.

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

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

22 **STATUTORY PROVISIONS**

23 10. Section 9884.7 of the Code states:

24 (a) The director, if the automotive repair dealer cannot show there was a bona
25 fide error, may deny, suspend, revoke, or place on probation the registration of an
26 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

27 ¹ Effective August 1, 2012, California Code of Regulations, title 16, sections 3340.28,
28 3340.29, and 3340.30 were amended to implement a license restructure from the Advanced
Emission Specialist Technician (EA) license and Basic Area (EB) Technician license to Smog
Check Inspector (EO) license and/or Smog Check Repair Technician (EI) license.

1 automotive repair dealer or any automotive technician, employee, partner, officer,
2 or member of the automotive repair dealer:

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

7

8 (4) Any other conduct that constitutes fraud.

9

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

12

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

18 11. Section 44012 of the Health and Safety Code states:

19 The test at the smog check stations shall be performed in accordance with
20 procedures prescribed by the department and may require loaded mode dynamometer
21 testing in enhanced areas, two-speed idle testing, testing utilizing a vehicle's onboard
22 diagnostic system, or other appropriate test procedures as determined by the
23 department in consultation with the state board. The department shall implement
24 testing using onboard diagnostic systems, in lieu of loaded mode dynamometer or
25 two-speed idle testing, on model year 2000 and newer vehicles only, beginning no
26 earlier than January 1, 2013, and on model-year 1996-99, inclusive, vehicles only,
27 beginning no earlier than January 1, 2025. However, the department, in consultation
28 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.

1 (d) For other than diesel-powered vehicles, the vehicle's fuel evaporative
2 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.

3 (e) For diesel-powered vehicles, a visual inspection is made of emission
4 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,
5 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
6 standards, measurement of emissions of smoke or particulates, or both.

7 (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
8 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
9 prescribed by the department.

10 (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
11 department.

12 (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
13 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.

14 (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
15 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
16 requirements of this chapter.

17 12. Section 44015 of the Health and Safety Code states:

18

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

21 13. Section 44032 of the Health and Safety Code states:

22 No person shall perform, for compensation, tests or repairs of emission control
23 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
24 repair is performed at a licensed smog check station. Qualified smog check
technicians shall perform tests of emission control devices and systems in accordance
25 with Section 44012.

26 14. Section 44059 of the Health and Safety Code states:

27 The willful making of any false statement or entry with regard to a material
28 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.

15. Section 44072.2 of the Health and Safety Code states:

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 Saf. 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.

16. Section 44072.8 of the Health and Safety Code states:

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.

17. Section 44072.10 of the Health and Safety Code, subdivision (c) states:

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

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

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

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

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

REGULATORY PROVISIONS

18. California Code of Regulations, title 16, section 3340.24, states:

....

(c) The bureau may suspend or revoke the license of or pursue other legal

1 action against a licensee, if the licensee falsely or fraudulently issues or obtains a
2 certificate of compliance or a certificate of noncompliance.

3 19. California Code of Regulations, title 16, section 3340.30, states:

4 A licensed smog check inspector and/or repair technician shall comply with the
5 following requirements at all times while licensed:.

6 (a) Inspect, test and repair vehicles, as applicable, in accordance with section
7 44012 of the Health and Safety Code, section 44035 of the Health and
8 Safety Code, and section 3340.42 of this article..

9 20. California Code of Regulations, title 16, section 3340.35 states:

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

14 21. California Code of Regulations, title 16, section 3340.41 states:

15

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

20 22. California Code of Regulations, title 16, section 3340.42, states:

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

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

25 (1) A loaded-mode test shall be the test method used to inspect 1976 - 1999
26 model-year vehicle, except diesel-powered, registered in the enhanced program areas
27 of the state. The loaded-mode test shall measure hydrocarbon, carbon monoxide,
28 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.

23. 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(f) 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

24. 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

25. During the course of a Bureau Representative's regular duties, the Bureau Representative accessed the Vehicle Information Database ("VID") and reviewed Smog Check data transmitted from Respondent Smog Masters from April 8, 2025, through February 3, 2026. Additionally, the Bureau Representative accessed the VID to produce copies of Smog Check Vehicle Inspection Reports ("VIR"), OIS Test Details, and Certificate Sales relating to the vehicles mentioned in the investigative report.

26. During an OIS inspection, engine operating parameters are retrieved from the vehicle's On-Board Diagnostics ("OBD II") system and recorded to the VID. This is accomplished during the functional portion of the OIS Smog Check inspection by plugging the Data Acquisition Device ("DAD") into the vehicle's Diagnostic Link Connector ("DLC") when prompted by the OIS analyzer screen prompt. Some of the parameters recorded are:

- Engine speed in revolutions per minute ("RPM").
- The throttle position is measured by a throttle position sensor ("TPS") mounted onto the throttle shaft. It is measured in a percentage of opening from 0% at idle and near or up to 100% at full throttle.

- Manifold absolute pressure as measured by a manifold air pressure sensor (“MAP”) connected to an intake manifold source, measured in kilo pascals (“kPa”). Typical readings for a normally aspirated vehicle undergoing Smog Check inspection are as follows: 25 kPa to 45 kPa at idle, with a subsequent decrease as the RPM is raised.
- Mass airflow as measured by a mass air flow sensor (“MAF”) mounted in the engine’s air intake tract and measured in grams per second (“grams/sec”).

27. During normal engine operation at idle, the engine speed is relatively steady around its target idle speed. With the engine idling, the TPS is constant 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 to increase airflow through the engine. The engine’s management systems supply fuel and spark timing appropriate to any changes in throttle position and engine speed. An increase in throttle, measured by the TPS, which increases engine RPM, would result in a corresponding increase in MAF as well as a decrease in MAP.

28. 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 BAR-OIS analyzer, an elevated or increased engine speed.

29. The increase in engine speed is performed by the smog 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. The Bureau Representative conducted a detailed review of the VID data for the Smog Check inspections performed at Respondent Smog Masters’ facility. The review showed a pattern of vehicles being certified with engine operating parameters not corresponding to normal engine operation, confirming that the vehicles that received smog certificates were not tested during the OBD II functional test, which constituted clean plugging². The Bureau Representative’s comprehensive review into the Smog Check activities at Respondent Smog Masters’ facility confirmed that ten (10) Smog Check Certificates of Compliance were fraudulently issued to vehicles.

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² Clean Plugging” refers to the use of another vehicle’s properly functioning On Board Diagnostic, generation II, (OBD II) system, or another source, to generate passing diagnostic readings for the purpose of issuing fraudulent smog Certificates of Compliance to vehicles that are not in smog compliance and/or not present for testing.

Fraudulent Inspection No. 1-2003 Ford F150 Supercrew

30. A Bureau Representative reviewed the OIS Test Data for Respondent Smog Masters. The review showed that on or about April 8, 2025, a 2003 Ford F150 Supercrew was tested, and Certificate of Compliance Number UM239942C was issued by Respondent Smog Masters under Respondent Shirehjini's Smog Check Inspector License.

31. The OBD Data ("Dynamic") and Dynamic Data Charts for the 2003 Ford F150 Supercrew showed that between timestamps 419 and 18852, the engine RPM was relatively steady at around 697 RPM. During this time, the data showed the throttle was fluctuating between 19.2 % opening and 24.3 % opening, and the MAF fluctuated between 3.06 gram/sec and 4.68 gram/sec. After timestamp 18852, the data showed that the engine RPM increased and was ultimately held at no less than 2076 RPM. During this time, the data showed that the throttle continued to fluctuate between 20.0 % opening and 24.3 % opening, and the MAF was at 3.82 gram/sec and then ultimately rose to 4.84 gram/sec and then dropped to 3.39 gram/sec.

32. The steady idle and elevated engine RPMs, along with the improbable throttle positions and MAF readings, were not characteristic or expected for normal engine operation. The throttle position and MAF readings were expected to be stable at idle and at the elevated engine RPM, not dropping and rising unexpectedly and/or varying abnormally. Additionally, during elevated engine RPM, the throttle position readings were expected to increase, not decrease to values lower than idle readings, and the MAF readings were expected to increase, not remain at values equal to or lower than idle readings. The discrepancies in the OIS Test Data proved that the DAD was not connected as required to the 2003 Ford F150 Supercrew being certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

Fraudulent Inspection No. 2-2005 Chevrolet Silverado C2500 Heavy Duty

33. A Bureau Representative reviewed the OIS Test Data for Respondent Smog Masters. The review showed that on or about June 6, 2025, a 2005 Chevrolet Silverado C2500 Heavy Duty was tested, and Certificate of Compliance Number UQ129544C was issued by Respondent Smog Masters under Respondent Shirehjini's Smog Check Inspector License.

1 34. The OBD Data (“Dynamic”) and Dynamic Data Charts for the 2005 Chevrolet
2 Silverado C2500 Heavy Duty showed that between timestamps 409 and 19835, the engine RPM
3 was relatively steady at around 675 RPM. During this time, the data showed the throttle dropped
4 from an 11.4 % opening to 7.5 % opening and then rose to a 9.4 % opening; the MAF was
5 fluctuating between 5.87 gram/sec and 7.09 gram/sec, and the MAP was fluctuating between 36
6 kPa to 39 kPa and then dropped back down to 34 kPa. After timestamp 19835, the data showed
7 that the engine RPM increased and was held at no less than 1587 RPM. During this time, the data
8 showed that the throttle dropped from a 9.4 % opening to 6.7 % opening and then rose to an 11.0
9 % opening; the MAF was at 5.97 gram/sec and then ultimately rose to 6.96 gram/sec, and the
10 MAP continued to fluctuate between 37 kPa and 46 kPa.

11 35. The steady idle and steady elevated engine, along with the improbable throttle
12 positions, MAF, and MAP readings, were not characteristic or expected for normal engine
13 operation. The throttle position, MAF, and MAP readings were expected to be stable at idle and
14 at the elevated engine RPM, not drop and rise unexpectedly and/or vary abnormally.
15 Additionally, with elevated engine RPM, the throttle position readings were expected to increase,
16 not decrease to values lower than idle readings, the MAF readings were expected to increase, not
17 remain at values equal to or lower than idle readings, and the MAP readings were expected to
18 decrease, not increase to above idle readings. The discrepancies in the OIS Test Data proved that
19 the DAD was not connected as required to the 2005 Chevrolet Silverado C2500 Heavy Duty
20 being certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance
21 via the clean plugging method.

22 **Fraudulent Inspection No. 3-2005 Chevrolet Colorado**

23 36. A Bureau Representative reviewed the OIS Test Data for Respondent Smog Masters.
24 The review showed that on or about July 7, 2025, a 2005 Chevrolet Colorado was tested, and
25 Certificate of Compliance Number JF138417C was issued by Respondent Smog Masters under
26 Respondent Shirehjini’s Smog Check Inspector License.

27 37. The OBD Data (“Dynamic”) and Dynamic Data Charts for the 2005 Chevrolet
28 Colorado showed that between timestamps 373 and 23663, the engine RPM was relatively steady

1 at around 685 RPM. During this time, the data showed the throttle dropped from a 16.1 %
2 opening to a fixed 13.3 % opening, the MAF rose from 2.88 gram/sec to 4.48 gram/sec and then
3 dropped to 3.99 gram/sec, and the MAP was fluctuating between 36 kPa and 46 kPa. After
4 timestamp 23663, the data showed that the engine RPM increased and was ultimately held steady
5 at around 2100 RPM. During this time, the data showed that the throttle was fluctuating between
6 12.5 % opening and 15.3 % opening, the MAF was at 3.39 gram/sec and then ultimately dropped
7 to 2.79 gram/sec, and the MAP continued to fluctuate between 33 kPa and 45 kPa

8 38. The steady idle and steady elevated engine RPMs, along with the improbable throttle
9 positions, MAF, and MAP readings, were not characteristic or expected for normal engine
10 operation. The throttle position, MAF, and MAP readings were expected to be stable at idle and
11 at the elevated engine RPM, not drop and rise unexpectedly and/or vary abnormally.
12 Additionally, with elevated engine RPM, the throttle position readings were expected to increase,
13 not decrease to values lower than idle readings, the MAF readings were expected to increase, not
14 remain at values equal to or lower than idle readings, and the MAP readings were expected to
15 decrease, not increase to above idle readings. The discrepancies in the OIS Test Data proved that
16 the DAD was not connected as required to the 2005 Chevrolet Colorado being certified, which
17 caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging
18 method.

19 **Fraudulent Inspection No. 4-2000 Ford Ranger**

20 39. A Bureau Representative reviewed the OIS Test Data for Respondent Smog Masters.
21 The review showed that on or about August 16, 2025, a 2000 Ford Ranger was tested, and
22 Certificate of Compliance Number JF972065C was issued by Respondent Smog Masters under
23 Respondent Shirehjini's Smog Check Inspector License.

24 40. The OBD Data ("Dynamic") and Dynamic Data Charts for the 2000 Ford Ranger
25 showed that between timestamps 427 and 23202, the engine RPM was relatively steady at around
26 705 RPM. During this time, the data showed the throttle was at 14.9 % opening, and then
27 ultimately rose to 18.0 % opening and then dropped to a 16.9 % opening, and the MAF was
28 fluctuating between 4.0 gram/sec and 4.99 gram/sec. After timestamp 23202, the data showed

1 that the engine RPM increased and was ultimately held steady at around 1900 RPM. During this
2 time, the data showed that the throttle dropped from a 17.6 % opening to a 14.9 % opening and
3 then ultimately dropped to a 14.1 % opening, and the MAF continued to fluctuate between 2.77
4 gram/sec and 4.86 gram/sec.

5 41. The steady idle and elevated engine RPMs, along with the improbable throttle
6 positions and MAF readings, were not characteristic or expected for normal engine operation.
7 The throttle position and MAF readings were expected to be stable at idle and at the elevated
8 engine RPM, not dropping and rising unexpectedly and/or varying abnormally. Additionally,
9 during elevated engine RPM, the throttle position readings were expected to increase, not
10 decrease to values lower than idle readings, and the MAF readings were expected to increase, not
11 remain at values equal to or lower than idle readings. The discrepancies in the OIS Test Data
12 proved that the DAD was not connected as required to the 2000 Ford Ranger being certified,
13 which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean
14 plugging method.

15 **Fraudulent Inspection No. 5-2001 GMC Yukon**

16 42. A Bureau Representative reviewed the OIS Test Data for Respondent Smog Masters.
17 The review showed that on or about September 5, 2025, a 2001 GMC Yukon was tested, and
18 Certificate of Compliance Number US973001C was issued by Respondent Smog Masters under
19 Respondent Shirehjini's Smog Check Inspector License.

20 43. The OBD Data ("Dynamic") and Dynamic Data Charts for the 2001 GMC Yukon
21 showed that between timestamps 380 and 19848, the engine RPM was relatively steady at around
22 735 RPM. During this time, the data showed the throttle was fluctuating between 0.4 % opening
23 and 5.1 % opening, the MAF dropped from 4.54 gram/sec to 3.65 gram/sec and then rose to 3.81
24 gram/sec, and the MAP fluctuated between 33 kPa and 44 kPa. After timestamp 19848, the data
25 showed that the engine RPM increased and was ultimately held at no less than 1949 RPM.
26 During this time, the data showed that the throttle continued to fluctuate between 2.0 % opening
27 and 4.7 % opening, the MAF was at 4.39 gram/sec and then ultimately dropped to 3.08 gram/sec,
28 and the MAP continued to fluctuate between 34 kPa and 46 kPa.

44. The steady idle and steady elevated engine RPMs, along with the improbable throttle positions, MAF, and MAP readings, were not characteristic or expected for normal engine operation. The throttle position, MAF, and MAP readings were expected to be stable at idle and at the elevated engine RPM, not drop and rise unexpectedly and/or vary abnormally. Additionally, with elevated engine RPM, the throttle position readings were expected to increase, not decrease to values lower than idle readings, the MAF readings were expected to increase, not remain at values equal to or lower than idle readings, and the MAP readings were expected to decrease, not increase to above idle readings. The discrepancies in the OIS Test Data proved that the DAD was not connected as required to the 2001 GMC Yukon being certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

Fraudulent Inspection No. 6-2003 GMC Sierra K1500 Denali

45. A Bureau Representative reviewed the OIS Test Data for Respondent Smog Masters. The review showed that on or about September 13, 2025, a 2003 GMC Sierra K1500 Denali was tested, and Certificate of Compliance Number US973045C was issued by Respondent Smog Masters under Respondent Shirehjini's Smog Check Inspector License.

46. The OBD Data ("Dynamic") and Dynamic Data Charts for the 2003 GMC Sierra K1500 Denali showed that between timestamps 386 and 34578, the engine RPM was relatively steady at around 715 RPM. During this time, the data showed the throttle fluctuated between 13.3 % opening and 16.5 % opening, the MAF rose from 7.16 gram/sec to 7.36 gram/sec and then dropped to 5.79 gram/sec, and the MAP fluctuated between 32 kPa and 46 kPa. After timestamp 34578, the data showed that the engine RPM increased and was ultimately held at no less than 1841 RPM. During this time, the data showed that the throttle continued to fluctuate between 13.7 % opening and 18.0 % opening, the MAF dropped from 7.29 gram/sec to 5.69 gram/sec and then rose to 6.09 gram/sec, and the MAP continued to fluctuate between 35 kPa and 44 kPa.

47. The steady idle and steady elevated engine RPMs, along with the improbable throttle positions, MAF, and MAP readings, were not characteristic or expected for normal engine operation. The throttle position, MAF, and MAP readings were expected to be stable at idle and

1 at the elevated engine RPM, not drop and rise unexpectedly and/or vary abnormally.
2 Additionally, with elevated engine RPM, the throttle position readings were expected to increase,
3 not decrease to values lower than idle readings, the MAF readings were expected to increase, not
4 remain at values equal to or lower than idle readings, and the MAP readings were expected to
5 decrease, not increase to above idle readings. The discrepancies in the OIS Test Data proved that
6 the DAD was not connected as required to the 2003 GMC Sierra K1500 Denali being certified,
7 which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean
8 plugging method.

9 **Fraudulent Inspection No. 7-2007 Chevrolet Silverado C1500 Classic**

10 48. A Bureau Representative reviewed the OIS Test Data for Respondent Smog Masters.
11 The review showed that on or about October 4, 2025, a 2007 Chevrolet Silverado C1500 Classic
12 was tested, and Certificate of Compliance Number UU416534C was issued by Respondent Smog
13 Masters under Respondent Shirehjini's Smog Check Inspector License.

14 49. The OBD Data ("Dynamic") and Dynamic Data Charts for the 2007 Chevrolet
15 Silverado C1500 Classic showed that between timestamps 380 and 19124, the engine RPM was
16 relatively steady at around 700 RPM. During this time, the data showed the throttle rose from a
17 9.4 % opening to an 11.8 % opening and then dropped to a 10.6 % opening, the MAF was
18 fluctuating between 3.38 gram/sec and 4.44 gram/sec, and the MAP was fluctuating between 35
19 kPa, and 45 kPa. After timestamp 19124, the data showed that the engine RPM increased and
20 was ultimately held steady at around 2020 RPM. During this time, the data showed that the
21 throttle was at 7.8 % opening and then ultimately rose to 9.4 % opening, the MAF rose from 2.81
22 gram/sec to 4.18 gram/sec and then dropped to 3.97 gram/sec, and the MAP continued to
23 fluctuate between 35 kPa and 42 kPa.

24 50. The steady idle and steady elevated engine RPMs, along with the improbable throttle
25 positions, MAF, and MAP readings, were not characteristic or expected for normal engine
26 operation. The throttle position, MAF, and MAP readings were expected to be stable at idle and
27 at the elevated engine RPM, not drop and rise unexpectedly and/or vary abnormally.
28 Additionally, with elevated engine RPM, the throttle position readings were expected to increase,

not decrease to values lower than idle readings, the MAF readings were expected to increase, not remain at values equal to or lower than idle readings, and the MAP readings were expected to decrease, not increase to above idle readings. The discrepancies in the OIS Test Data proved that the DAD was not connected as required to the 2007 Chevrolet Silverado C1500 Classic being certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

Fraudulent Inspection No. 8-2002 Chevrolet Astro

51. A Bureau Representative reviewed the OIS Test Data for Respondent Smog Masters. The review showed that on or about November 14, 2025, a 2002 Chevrolet Astro was tested, and Certificate of Compliance Number UW355200C was issued by Respondent Smog Masters under Respondent Shirehjini's Smog Check Inspector License.

52. The OBD Data ("Dynamic") and Dynamic Data Charts for the 2002 Chevrolet Astro showed that between timestamps 379 and 28018, the engine RPM was relatively steady at around 740 RPM. During this time, the data showed the throttle was at a 5.1 % opening and then ultimately dropped to a 0.8 % opening, the MAF was fluctuating between 3.48 gram/sec and 5.0 gram/sec, and the MAP was fluctuating between 32 kPa and 43 kPa. After timestamp 28018, the data showed that the engine RPM increased and is ultimately held steady at around 1950 RPM. During this time, the data showed that the throttle dropped from a 2 % opening to a 0.8 % opening and then rose to a 2.7 % opening, the MAF rose from 4.24 gram/sec to 4.6 gram/sec and then dropped to 4.48 gram/sec, and the MAP dropped from 34 kPa to a fixed 32 kPa and then rose to 44 kPa.

53. The steady idle and steady elevated engine RPMs, along with the improbable throttle positions, MAF, and MAP readings, were not characteristic or expected for normal engine operation. The throttle position, MAF, and MAP readings were expected to be stable at idle and at the elevated engine RPM, not drop and rise unexpectedly and/or vary abnormally. Additionally, with elevated engine RPM, the throttle position readings were expected to increase, not decrease to values lower than idle readings, the MAF readings were expected to increase, not remain at values equal to were lower than idle readings, and the MAP readings were expected to

1 decrease, not increase to above idle readings. The discrepancies in the OIS Test Data proved the
2 DAD was not connected as required to the 2002 Chevrolet Astro being certified, which caused
3 the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging
4 method.

5 **Fraudulent Inspection No. 9-2001 Chevrolet Express Cutaway G3500**

6 54. A Bureau Representative reviewed the OIS Test Data for Respondent Smog Masters.
7 The review showed that on or about November 19, 2025, a 2001 Chevrolet Express Cutaway
8 G3500 was tested, and Certificate of Compliance Number UW705520C was issued by
9 Respondent Smog Masters under Respondent Shirehjini's Smog Check Inspector License.

10 55. The OBD Data ("Dynamic") and Dynamic Data Charts for the 2001 Chevrolet
11 Express Cutaway G3500 showed that between timestamps 372 and 18613, the engine RPM was
12 relatively steady at around 685 RPM. During this time, the data showed the throttle rose from a
13 2.4 % opening to a 3.1 % opening and then dropped to a 1.2 % opening, the MAF was fluctuating
14 between 5.39 gram/sec and 7.6 gram/sec, and the MAP was fluctuating between 18 kPa and 23
15 kPa. After timestamp 18613, the data showed that the engine RPM increased and was ultimately
16 held steady at around 2050 RPM. During this time, the data showed that the throttle dropped
17 from a 4.3 % opening to a 0.4 % opening and then rose to a 1.6 % opening, the MAF continued to
18 fluctuate between 6.42 gram/sec and 7.08 gram/sec, and the MAP continued to fluctuate between
19 18 kPa and 30 kPa.

20 56. The steady idle and steady elevated engine RPMs, along with the improbable throttle
21 positions, MAF and MAP readings were not characteristic or expected for normal engine
22 operation. The throttle position, MAF, and MAP readings were expected to be stable at idle and
23 at the elevated engine RPM, not drop and rise unexpectedly and/or vary abnormally.
24 Additionally, with elevated engine RPM, the throttle position readings were expected to increase,
25 not decrease to values lower than idle readings, the MAF readings were expected to increase, not
26 remain at values equal to or lower than idle readings, and the MAP readings were expected to
27 decrease, not increase to above idle readings. The discrepancies in the OIS Test Data proved that
28 the DAD was not connected as required to the 2001 Chevrolet Express Cutaway G3500 being

certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

Fraudulent Inspection No. 10-2006 Chevrolet Silverado C1500

57. A Bureau Representative reviewed the OIS Test Data for Respondent Smog Masters. The review showed that on or about February 3, 2026, a 2006 Chevrolet Silverado C1500 was tested, and Certificate of Compliance Number VA654304C was issued by Respondent Smog Masters under Respondent Shirehjini's Smog Check Inspector License.

58. The OBD Data ("Dynamic") and Dynamic Data Charts for the 2006 Chevrolet Silverado C1500 showed that between timestamps 372 and 21216, the engine RPM was relatively steady at around 661 RPM. During this time, the data showed the throttle was at a 1.6 % opening and then ultimately rose to a 5.5 % opening, the MAF was at 5.39 gram/sec and then ultimately rose to 7.5 gram/sec, and the MAP was at 46 kPa and then dropped to a fixed 42 kPa. After timestamp 21216, the data showed that the engine RPM increased and was ultimately held steady at no less than 1972 RPM. During this time, the data showed that the throttle was fluctuating between 2 % opening and 4.3 % opening, the MAF was fluctuating between 5.53 gram/sec and 7.55 gram/sec, and the MAP was fluctuating between 32 kPa and 45 kPa.

59. The steady idle and steady elevated engine RPMs, along with the improbable throttle positions, MAF, and MAP readings, were not characteristic or expected for normal engine operation. The throttle position, MAF, and MAP readings were expected to be stable at idle and at the elevated engine RPM, not drop and rise unexpectedly and/or vary abnormally. Additionally, with elevated engine RPM, the throttle position readings were expected to increase, not decrease to values lower than idle readings, the MAF readings were expected to increase, not remain at values equal to or lower than idle readings, and the MAP readings were expected to decrease, not increase to above idle readings. The discrepancies in the OIS Test Data proved that the DAD was not connected as required to the 2006 Chevrolet Silverado C1500 being certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

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1 **FIRST CAUSE FOR DISCIPLINE**

2 **(Untrue or Misleading Statements)**

3 60. Respondent Smog Masters' Automotive Repair Registration is subject to discipline
4 pursuant to Code section 9884.7, subdivision (a)(1) and California Code of Regulations, title 16,
5 section 3373, in that between April 8, 2025, through February 3, 2026, Respondent Smog Masters
6 made or authorized statements which he knew or in the exercise of reasonable care should have
7 known to be untrue or misleading, as follows: Respondent Smog Masters certified that vehicles 1
8 through 10, set forth above, had passed inspection and were in compliance with applicable laws
9 and regulations. Respondent Smog Masters conducted the inspections on the vehicles using the
10 clean plugging method by substituting or using different vehicles or another source during the
11 OBD II functional tests to issue smog check certificates of compliance for the ten (10) vehicles
12 and did not test or inspect the ten (10) vehicles as required by Health and Safety Code section
13 44012. Complainant refers to, and by this reference incorporates, the allegations set forth above
14 in paragraphs 25 through 59, as though fully set forth.

15 **SECOND CAUSE FOR DISCIPLINE**

16 **(Fraud)**

17 61. Respondent Smog Masters' Automotive Repair Registration is subject to discipline
18 pursuant to Code section 9884.7, subdivision (a)(4), in that between April 8, 2025, through
19 February 3, 2026, Respondent Smog Masters committed acts that constitute fraud by issuing
20 electronic smog check certificates of compliance for vehicles 1 through 10, set forth above,
21 without performing bona fide inspections of the emission control devices and systems on those
22 vehicles, thereby depriving the People of the State of California of the protection afforded by the
23 Motor Vehicle Inspection Program. Complainant refers to, and by this reference incorporates, the
24 allegations set forth above in paragraphs 25 through 59, as though fully set forth.

25 **THIRD CAUSE FOR DISCIPLINE**

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

27 62. Respondent Smog Masters' Automotive Repair Registration is subject to disciplinary
28 action under Code section 9884.7, subdivision (a)(6), in that between April 8, 2025, through

February 3, 2026, regarding vehicles 1 through 10, set forth above, Respondent Smog Masters failed in a material respect to comply with the provisions of this chapter or regulations adopted pursuant to it by issuing electronic smog check certificates of compliance for the ten (10) 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 25 through 59, as though fully set forth.

FOURTH CAUSE FOR DISCIPLINE

(Failure to Comply with the Motor Vehicle Inspection Program)

63. Respondent Smog Masters' Smog Check, Test-Only Station License is subject to discipline pursuant to Health and Safety Code section 44072.2, subdivision (a), in that between April 8, 2025, through February 3, 2026, regarding vehicles 1 through 10, set forth above, Respondent Smog Masters failed to comply with the following sections of that Code:

a. **Section 44012:** Respondent Smog Masters failed to ensure that the emission control tests were performed on vehicles 1 through 10, in accordance with procedures prescribed by the department.

b. **Section 44015, subdivision (b):** Respondent Smog Masters issued electronic smog check certificates of compliance for vehicles 1 through 10, 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 Smog Masters willfully made false entries for the electronic smog check certificates of compliance by certifying that those 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 25 through 59, as though fully set forth.

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1 **FIFTH CAUSE FOR DISCIPLINE**

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

4 64. Respondent Smog Masters' Smog Check, Test-Only Station License is subject to
5 discipline pursuant to Health and Safety Code section 44072.2, subdivision (c), in that between
6 April 8, 2025, through February 3, 2026, regarding vehicles 1 through 10, set forth above,
7 Respondent Smog Masters failed to comply with provisions of California Code of Regulations,
8 title 16, as follows:

9 a. **Section 3340.24, subdivision (c):** Respondent Smog Masters falsely or fraudulently
10 issued electronic smog check certificates of compliance for those vehicles without performing
11 bona fide inspections of the emission control devices and systems on the vehicles as required by
12 Health and Safety Code section 44012.

13 b. **Section 3340.35, subdivision (c):** Respondent Smog Masters issued electronic smog
14 check certificates of compliance even though those vehicles had not been inspected in accordance
15 with section 3340.42 of that Code.

16 c. **Section 3340.41, subdivision (c):** Respondent Smog Masters knowingly entered false
17 information into the On Board Diagnostic inspection system for the ten (10) vehicles identified
18 above.

19 d. **Section 3340.42:** Respondent Smog Masters failed to conduct the required smog tests
20 and inspections on those vehicles in accordance with the Bureau's specifications.

21 Complainant refers to, and by this reference incorporates, the allegations set forth above in
22 paragraphs 25 through 59, as though fully set forth.

23 **SIXTH CAUSE FOR DISCIPLINE**

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

25 65. Respondent Smog Masters' Smog Check, Test-Only Station License is subject to
26 discipline pursuant to Health and Safety Code sections 44072.2, subdivision (d) in conjunction
27 with 44072.10, subdivision (c), in that between April 8, 2025, through February 3, 2026,
28 regarding vehicles 1 through 10, set forth above, Respondent Smog Masters committed acts

1 involving dishonesty, fraud or deceit whereby another was injured by issuing electronic smog
2 check certificates of compliance for those vehicles without performing bona fide inspections of
3 the emission control devices and systems on the vehicles, thereby depriving the People of the
4 State of California of the protection afforded by the Motor Vehicle Inspection Program.
5 Complainant refers to, and by this reference incorporates, the allegations set forth above in
6 paragraphs 25 through 59, as though fully set forth.

7 **SEVENTH CAUSE FOR DISCIPLINE**

8 **(Violations of the Motor Vehicle Inspection Program – Respondent Shirehjini)**

9 66. Respondent Shirehjini’s Smog Check Inspector License and Smog Check Repair
10 Technician License are subject to discipline pursuant to Health and Safety Code section 44072.2,
11 subdivision (a), in that between April 8, 2025, through February 3, 2026, regarding vehicles 1
12 through 10, set forth above, Respondent Shirehjini violated the following Health and Safety Code
13 sections:

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

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

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

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

26 Complainant refers to, and by this reference incorporates, the allegations set forth above in
27 paragraphs 25 through 59, as though fully set forth.

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EIGHTH CAUSE FOR DISCIPLINE

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

67. Respondent Shirehjini's Smog Check Inspector License and Smog Check Repair Technician License are subject to discipline pursuant to Health and Safety Code section 44072.2, subdivision (c), in that between April 8, 2025, through February 3, 2026, regarding vehicles 1 through 10, set forth above, Respondent Shirehjini failed to comply with provisions of California Code of Regulations, title 16, as follows:

a. **Section 3340.24, subdivision (c)**: Respondent Shirehjini falsely or fraudulently issued electronic smog certificates of compliance without performing bona fide inspections of the emission control devices and systems on those vehicles as required by Health and Safety Code section 44012.

b. **Section 3340.30 subdivision (a)**: Respondent Shirehjini failed to inspect and test those vehicles in accordance with Health and Safety Code sections 44012.

c. **Section 3340.41, subdivision (c)**: Respondent Shirehjini knowingly entered false information into the OIS for the ten (10) vehicles identified above.

d. **Section 3340.42**: Respondent Shirehjini failed to conduct the required smog tests and inspections on those vehicles in accordance with the Bureau's specifications.

Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 25 through 59, as though fully set forth.

NINTH CAUSE FOR DISCIPLINE

(Dishonesty, Fraud, or Deceit – Respondent Shirehjini)

68. Respondent Shirehjini's Smog Check Inspector License and Smog Check Repair Technician License are subject to discipline pursuant to Health and Safety Code section 44072.2, subdivision (d), in conjunction with Health and Safety Code section 44072.10, subdivision (c), in that between April 8, 2025, through February 3, 2026, regarding vehicles 1 through 10, set forth above, Respondent Shirehjini committed acts involving dishonesty, fraud, or deceit when he issued electronic smog certificates of compliance for the vehicles without performing bona fide

1 inspections of the emission control devices and systems on those vehicles, thereby depriving the
2 People of the State of California of the protection afforded by the Motor Vehicle Inspection
3 Program. Complainant refers to, and by this reference incorporates, the allegations set forth
4 above in paragraphs 25 through 59, as though fully set forth.

5 **DISCIPLINE CONSIDERATIONS**

6 69. To determine the degree of discipline, if any, to be imposed on Respondent
7 Shirehjini, Complainant alleges that on or about January 23, 2004, in a prior disciplinary action
8 titled *In the Matter of the Accusation Against; E Z Auto Repair & Sales Ahmad Shirehjini,*
9 *President Frosan Enterprises, Inc.* before the Bureau of Automotive Repair, in Case Number
10 79/03-44 issued a Decision and Order effective March 2, 2004, in which Respondent Shirehjini's
11 Smog Check Station License No. RC 211268 was revoked, stayed, and placed on probation for
12 three (3) years with terms and conditions. That decision is now final.

13 70. To determine the degree of discipline, if any, to be imposed on Respondent Smog
14 Masters, Complainant alleges that on or about June 11, 2018, in a prior action, the Bureau issued
15 Citation Number C2018-1400 for violation of Health and Safety Code section 44012 and ordered
16 Respondent Smog Masters to pay a citation penalty of \$1,000.00. That Citation is now final.

17 71. To determine the degree of discipline, if any, to be imposed on Respondent
18 Shirehjini, Complainant alleges that on or about June 6, 2018, in a prior action, the Bureau issued
19 Citation Number M2018-1401 for violation of Health and Safety Code section 44032. That
20 Citation is now final.

21 **OTHER MATTERS**

22 72. Pursuant to Code section 9884.7, subdivision (c), the director may suspend, revoke,
23 or place on probation the registrations for all places of business operated in this state by Smog
24 Masters A to Z, upon a finding that said Respondent Smog Masters has, or is, engaged in a course
25 of repeated and willful violations of the laws and regulations pertaining to an automotive repair
26 dealer.

27 73. Pursuant to Health and Safety Code section 44072.8, if Smog Check, Test Only
28 Station License No. TC 275051, issued to Frosan Enterprises Inc Ahmad Shirehjini –

1 President/Treasurer Seyedehsan Ghavami – Secretary dba Smog Masters A to Z, is revoked or
2 suspended, any additional license issued under Chapter 5 of Part 5 of Div 26 of the Health and
3 Safety Code in the name of said licensee may be likewise revoked or suspended by the director.

4 74. Pursuant to Health and Safety Code section 44072.8, if Smog Check Inspector
5 License No. EO 620964 and Smog Check Repair Technician License Number EI 620964, issued
6 to Ahmad Shirehjini, is revoked or suspended, any additional license issued under Chapter 5 of
7 Part 5 of Div 26 of the Health and Safety Code in the name of said licensee may be likewise
8 revoked or suspended by the director.

9 **PRAYER**

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

13 1. Revoking or suspending Automotive Repair Dealer Registration Number ARD
14 275051, issued to Frosan Enterprises Inc Ahmad Shirehjini – President/Treasurer Seyedehsan
15 Ghavami – Secretary dba Smog Masters A to Z;

16 2. Revoking or suspending any other automotive repair dealer registration issued to to
17 Ahmad Shirehjini;

18 3. Revoking or suspending Smog Check, Test-Only, Station License Number TC
19 275051, issued to Frosan Enterprises Inc Ahmad Shirehjini – President/Treasurer Seyedehsan
20 Ghavami – Secretary dba Smog Masters A to Z;

21 4. Revoking or suspending Smog Check Inspector License Number EO 620964, issued
22 to Ahmad Shirehjini;

23 5. Revoking or suspending Smog Check Repair Technician License Number EI 620964,
24 issued to Ahmad Shirehjini;

25 6. Revoking or suspending any additional license issued under Chapter 5 of Part 5 of
26 Division 26 of the Health and Safety Code in the name of Ahmad Shirehjini;

27 7. Ordering Smog Masters A to Z and Ahmad Shirehjini to pay the Bureau of
28 Automotive Repair the reasonable costs of the investigation and enforcement of this case,

1 pursuant to Business and Professions Code section 125.3 and if placed on probation, the costs of
2 probation monitoring;

3 and,

4 8. Taking such other and further action as deemed necessary and proper.

5
6 DATED: As of Digital Signature Date

Dorais,
Patrick@DCA

Digitally signed by
Dorais, Patrick@DCA
Date: 2026.09.29
11:20:08 -07'00'

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

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