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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. 79/26-17099

13 **GEORGE NAZARYAN, OWNER, DBA I**
14 **STAR SMOG CHECK**
12856 Sherman Way
North Hollywood, CA 91605

ACCUSATION

15 **Mailing Address:**
16 **10154 Gloria Ave**
North Hills, CA 91343

17 **Automotive Repair Dealer Registration No.**
ARD 275121
18 **Smog Check, Test-Only, Station License No.**
19 **TC 275121,**

20 **and**

21 **GEORGE NAZARYAN**
10154 Gloria Ave
North Hills, CA 91343

22 **Smog Check Inspector License No. EO**
23 **633405**

24 Respondents.

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1 **PARTIES**

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

4 2. On or about December 27, 2013, the Bureau issued Automotive Repair Dealer
5 Registration Number ARD 275121 to George Nazaryan, dba I Star Smog Check (Respondent I
6 Star Smog Check). The Automotive Repair Dealer Registration was in full force and effect at all
7 times relevant to the charges brought herein and will expire on December 31, 2026, unless
8 renewed.

9 3. On or about January 9, 2014, the Bureau issued Smog Check, Test-Only, Station
10 License Number TC 275121 to Respondent I Star Smog Check. The Smog Check, Test-Only,
11 Station License was in full force and effect at all times relevant to the charges brought herein and
12 will expire on December 31, 2026, unless renewed.

13 4. On or about July 29, 2014, the Bureau issued STAR Station Certification to
14 Respondent I Star Smog Check. The STAR Station Certification will remain active unless the
15 Automotive Repair Dealer Registration and/or Smog Check, Test-Only, Station License are
16 revoked, cancelled, become delinquent, or certification is suspended.

17 5. On or about September 26, 2013, the Bureau issued Smog Check Inspector License
18 Number EO 633405 to George Nazaryan (Respondent Nazaryan). The Smog Check Inspector
19 License was in full force and effect at all times relevant to the charges brought herein and will
20 expire on April 30, 2027, unless renewed.

21 **JURISDICTION**

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

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

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

3 9. Health and Safety Code section 44002 provides, in pertinent part, that the Director
4 has all the powers and authority granted under the Automotive Repair Act for enforcing the
5 Motor Vehicle Inspection Program.

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

10 **STATUTORY PROVISIONS**

11 11. Section 9884.7 of the Code provides, in pertinent part:

12 (a) The director, if the automotive repair dealer cannot show there was a bona
13 fide error, may deny, suspend, revoke, or place on probation the registration of an
14 automotive repair dealer for any of the following acts or omissions related to the
15 conduct of the business of the automotive repair dealer, which are done by the
16 automotive repair dealer or any automotive technician, employee, partner, officer, or
17 member of the automotive repair dealer:

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

21 ...

22 (4) Any other conduct that constitutes fraud.

23 ...

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

26 ...

27 12. Section 9889.22 of the Code provides:

28 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.

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13. Health and Safety Code section 44012 provides:

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

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

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

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

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

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

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

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

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

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

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

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

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

12 15. Health and Safety Code section 44032 provides:

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

19 16. Health and Safety Code section 44059 provides:

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

25 17. Health and Safety Code section 44072.2 provides, in pertinent part:

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

(a) Violates any section of this chapter and the regulations adopted pursuant to
it, which related to the licensed activities.

...

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

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

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18. Health and Safety Code section 44072.10, subdivision (c), provides:

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

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

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

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

REGULATORY PROVISIONS

19. California Code of Regulations, title 16, section 3340.24, subdivision (c), states:

(c) The bureau may suspend or revoke the license of or pursue other legal action against a licensee, if the licensee falsely or fraudulently issues or obtains a certificate of compliance or a certificate of noncompliance.

20. California Code of Regulations, title 16, section 3340.30 provides, in pertinent part:

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

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

....

21. California Code of Regulations, title 16, section 3340.35 provides, subdivision (c), provides, in pertinent part:

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

22. California Code of Regulations, title 16, section 3340.41 provides, in pertinent part:

...

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

about the vehicle being tested.

...

(h) No licensed station shall have in the approved testing area at any time any electronic device or software capable of simulating the OBD data stream from a vehicle or manipulating OBD VIN, calibration identification, calibration verification number, MIL-status, readiness, or diagnostic trouble codes collected from a vehicle during a Smog Check Inspection.

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

24. California Code of Regulations, title 16, section 3373, provides:

No automotive repair dealer or individual in charge shall, in filling out an estimate, invoice, or work order, or record required to be maintained by section 3340.15(e) of this chapter, withhold therefrom or insert therein any statement or 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

25. 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

Smog Check Program Background

26. Beginning March 9, 2015, California's Smog Check Program was updated to require the use of an On-Board Diagnostic Inspection System (OIS). OIS is the Smog Check equipment required in all areas of the State when inspecting most model-year 2000 and newer gasoline and hybrid vehicles and most 1998 and newer diesel vehicles. The system consists of a certified Data Acquisition Device (DAD), computer, bar code scanner, and printer. The DAD is an On-Board Diagnostic (OBD) scan tool that, when requested by the California OIS software, retrieves OBD

1 data from the vehicle. All OBD data that the vehicle indicates it supports is requested by the
2 California OIS software and will be retrieved. The DAD connects between the OIS computer and
3 the vehicle's Data Link Connector (DLC). The California OIS software requires a continuous
4 Internet connection when performing a Smog Check inspection and the OIS software
5 communicates with Bureau's central database through the Internet connection. The bar code
6 scanner is used to input technician information, the vehicles identification number (VIN), and
7 Department of Motor Vehicles (DMV) renewal information. The printer provides a Vehicle
8 Inspection Report (VIR) containing inspection results for motorists and a Smog Check Certificate
9 of Compliance number for passing vehicles.

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

15 28. The eVIN is required to be programmed into the vehicle's PCM on 2005 and newer
16 vehicles, and on many occasions was programmed into the on-board computers on earlier model
17 year vehicles.

18 29. The communication protocol is programmed into the vehicle's on-board computer
19 during manufacture and does not change. The protocol can be recorded in its basic characters or
20 in an expanded form that includes additional characters. The basic form is primary and is always
21 contained within the expanded form (i.e., ICAN11bt5 vs. ICAN11bt500, I914 vs. I9140808,
22 JVPW vs. JVPW1850, JPWM vs. JPWM1850, KWPF vs. KWPF8FEF). Additional characters in
23 examples are italicized.

24 30. PIDs are data points reported by the vehicle on-board computer to a scan tool or
25 BAR-OIS. Examples of PIDs are engine speed, vehicle speed, engine temperature, and other
26 input and output values utilized by the vehicle's on-board computer. The PID count is the
27 number of data points reported by the vehicle's on-board computer and is programmed during
28 manufacture.

1 31. As with the EIS, inspectors also perform a visual and functional test on the vehicle.
2 The visual inspection of the emission control components verifies the required emission control
3 devices are present and properly connected, and a functional test is performed of the MIL. The
4 BAR-OIS software determines whether the vehicle passes the inspection based on the results of
5 the OBD, visual and functional tests.

6 32. The EIS or BAR-OIS, depending on the test type, prints a VIR, which is a physical
7 record of the test results and shows the Certificate of Compliance number that was issued if the
8 vehicle passed the Smog Check inspection. The Smog Check inspector must sign the VIR to
9 indicate that the inspection was performed within BAR guidelines. Licensed Smog Check
10 inspectors are the only persons authorized by the BAR to perform official inspections. They are
11 issued a license and a personal access code which are used to gain access to the EIS and used to
12 set up a username and password within the BAR-OIS to perform Smog Check inspections.
13 Unauthorized use of another inspector's license, access code, or username and password is
14 prohibited.

15 33. Beginning May 1, 2023, Smog Check inspectors must use a biometric palm scanner
16 instead of a password login for the BAR On-Board Diagnostics Inspection System (BAR-OIS).

17 34. The VID contains registration data from DMV plus emission standards, vehicle Smog
18 Check inspections, smog check stations and inspectors, and Certificates of Compliance. The VID
19 has an internal clock that is set to Pacific Standard Time and records the time and date for each
20 inspection. Each Certificate of Compliance has a unique control number so that it can be tracked
21 to determine which Smog Check Station purchased the Certificate of Compliance and to which
22 vehicle it was issued. The VID receives the Smog Check results immediately following the
23 inspection. The Bureau can access the VID to view test data on Smog Check inspections
24 performed at any Smog Check Station, or search for, retrieve, and print a test record for a
25 particular vehicle which has been tested. If a vehicle passes the Smog Inspection, the vehicle
26 information and test results are electronically transmitted to the California Department of Motor
27 Vehicles.

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

12 **Station Data Review**

13 36. The Bureau’s investigation identified that vehicle on-board computer information for
14 vehicles of various years, makes, and models, transmitted during the Smog Check inspections, did
15 not match the expected on-board computer information. The vehicles identified in this report
16 transmitted a pattern of fraudulent information. The investigation established that the Smog
17 Check Inspector Licenses of Respondent Nazaryan was used to enter false information into the
18 state computer database through the BAR Onboard Inspection System (BAR-OIS) platform,
19 which resulted in the issuance of ten (10) fraudulent Smog Check Certificates of Compliance by
20 using the method known as “Clean Plugging.”

21 **Clean Plug #1**

22 37. On or about January 7, 2025, a 2003 Ford Expedition, VIN 1FMRU17W13LA03421,
23 CA License 4ZAB922, was tested and smog certificate JB733273C was issued by Respondent I
24 Star Smog Check under the license of Smog Check Inspector EO 633405, Respondent Nazaryan.

25 38. The Dynamic Data charts for the 2003 Ford Expedition show that between time
26 stamp 379 and 20592, the engine RPM is steady at around 650 RPM. During this time, the data
27 shows the throttle fluctuating between 20% and 23.9% opening and the MAF fluctuating between
28 3.56 grams/sec. and 4.76 grams/sec. After time stamp 20592, the engine RPM is increased and

1 then ultimately held steady above 1488 RPM. From the time the engine RPM increases from off
2 idle to the higher RPM's, the data shows the throttle varying between 18.8% and 23.1% opening
3 and the MAF fluctuating between 4.06 grams/sec. and 4.61 grams/sec.

4 39. The steady idle and elevated engine RPM data along with the improbable throttle
5 positions and MAF readings are not characteristic or expected for normal engine operation. The
6 throttle positions and MAF readings are expected to be stable at idle and at the elevated engine
7 RPM, not vary and/or fluctuate abnormally. Additionally, the throttle positions and MAF
8 readings are expected to rise with the increase in engine RPM, not decrease to readings lower
9 than idle readings as shown in the throttle position and MAF data. The discrepancies in the OIS
10 Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to the
11 2003 Ford Expedition being certified, causing the issuance of a fraudulent Smog Certificate of
12 Compliance.

13 40. On or about July 24, 2026, Respondent I Star Smog Check performed a Smog Check
14 Inspection on the same 2003 Ford Expedition, VIN 1FMRU17W13LA03421, CA License
15 4ZAB922. The Dynamic Data charts for the 2003 Ford Expedition shows that between time
16 stamp 452 and 20697, the engine RPM is steady at around 750 RPM. During this time, the data
17 shows the throttle fixed at 21.2% opening and the MAF stable between 5.92 grams/sec. and 6.03
18 grams/sec. After time stamp 20697, the engine RPM increased and then held steady at around
19 1870 RPM. During this time, the data shows that the throttle is fixed at 23.5% opening and the
20 MAF is stable between 16.27 grams/sec. and 16.55 grams/sec. The steady idle and steady
21 elevated engine RPMs along with the associated throttle positions and MAF readings are
22 characteristic and expected for normal engine operation.

23 **Clean Plug #2**

24 41. On or about January 23, 2025, a 2006 Chevrolet Express G2500, VIN
25 1GCGG25V661192036, CA License 86303S3, was tested and smog certificate JB890568C was
26 issue by Respondent I Star Smog Check under the license of Smog Check Inspector EO 633405,
27 Respondent Nazaryan.

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1 42. The Dynamic Data charts for the 2006 Chevrolet Express G2500 show that between
2 time stamp 398 and 23696, the engine RPM is steady at around 700 RPM. During this time, the
3 data shows the throttle varying between 2.4% and 4.7% opening, the MAP fluctuating between 44
4 kPa and 32 kPa, and the MAF fluctuating between 2.97 grams/sec and 4.99 grams/sec. Between
5 time stamp 23696 and 31584 the 2006 Chevrolet Express G2500 briefly went into then fell out of
6 testable RPM range. After timestamp 31584, the engine RPM is increased and then ultimately
7 held above 1600 RPM. During this time, the data shows the throttle varying between 0.8% and
8 5.1 % opening, the MAP varying between 38 kPa and 45 kPa, and the MAF fluctuating between
9 3.49 grams/sec and 4.84 grams/sec.

10 43. The steady idle and elevated engine RPMs along with the improbable throttle
11 positions, MAP, and MAF readings are not characteristic or expected for normal engine
12 operation. The throttle position, MAP and MAF readings are expected to be stable at idle and at
13 the higher engine RPM, not vary and/or fluctuate abnormally. Additionally, the throttle position
14 and MAF readings are expected to rise with the increase in engine RPM, not decrease to readings
15 lower than idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition
16 Device (DAD) was not connected as required to the 2006 Chevrolet Express G2500 being
17 certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

18 **Clean Plug #3**

19 44. On or about January 29, 2025, a 2005 Chevrolet Astro, VIN 1GNEL19X55B127834,
20 CA License 5THD173, was tested and smog certificate JB890584C was issued by Respondent I
21 Star Smog Check under the license of Smog Check Inspector EO 633405, Respondent Nazaryan.

22 45. The Dynamic Data charts for the 2005 Chevrolet Astro show that between time stamp
23 535 and 24466, the engine RPM is steady at around 700 RPM. During this time, the data shows
24 the throttle varying between 0% and 3.5% opening, the MAP fluctuating between 33 kPa and 38
25 kPa, and the MAF fluctuating between 2.84 grams/sec and 4.5 grams/sec. After time stamp
26 24466, the engine RPM is increased and then ultimately held above 1504 RPM. During this time,
27 the data shows the throttle varying between 0.4% and 2.7% opening, the MAP dropping from 42
28

1 kPa to 34kPa before rising to 35 kPa, and the MAF varying from 2.9 grams/sec and 3.66
2 grams/sec.

3 46. The steady idle and fluctuating elevated engine RPM data along with the improbable
4 throttle positions, MAP, and MAF readings are not characteristic or expected for normal engine
5 operation. The throttle positions and MAF readings are expected to be stable at idle and at the
6 elevated engine RPM, not vary and/or fluctuate abnormally. Additionally, the throttle positions
7 and MAF readings are expected to rise with the increase in engine RPM, not decrease to readings
8 lower than idle readings as shown in the throttle position and MAF data. The discrepancies in the
9 OIS Test Data prove the OIS Data Acquisition Device (DAD) was not connected as required to
10 the 2005 Chevrolet Astro being certified, causing the issuance of a fraudulent Smog Certificate of
11 Compliance.

12 **Clean Plug #4**

13 47. On or about February 4, 2025, a 2003 GMC Savana G2500, VIN
14 1GTFG25T131155823, CA License 8C45485, was tested and smog certificate JB890595C was
15 issued by Respondent I Star Smog Check under the license of Smog Check Inspector EO 633405,
16 Respondent Nazaryan.

17 48. The Dynamic Data charts for the 2003 GMC Savana G2500 show that between time
18 stamp 392 and 19201, the engine RPM is steady at around 700 RPM. During this time, the data
19 shows the throttle varying between 0.8% and 2.7% opening, the MAP dropping from 42 kPa to 33
20 kPa, and the MAF rising from 3.65 grams/sec and 5.02 grams/sec. After time stamp 19201, the
21 engine RPM is increased and then ultimately held above 1473 RPM. During this time, the data
22 shows the throttle varying from 1.6% opening and 5.5% opening, the MAP varying from 32 kPa
23 to 44kPa, and the MAF dropping from 4.19 grams/sec to 3.24 grams/sec.

24 49. The steady idle and fluctuating elevated engine RPM data along with the improbable
25 throttle positions, MAP, and MAF readings are not characteristic or expected for normal engine
26 operation. The throttle positions and MAF readings are expected to be stable at idle and at the
27 elevated engine RPM, not vary and/or drop abnormally. Additionally, the throttle positions and
28 MAF readings are expected to rise with the increase in engine RPM, not decrease to readings

1 lower than idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition
2 Device (DAD) was not connected as required to the 2003 GMC Savana G2500 being certified,
3 causing the issuance of a fraudulent Smog Certificate of Compliance.

4 **Clean Plug #5**

5 50. On or about February 17, 2025, a 2001 Chevrolet Express Cutaway G3500, VIN
6 1GBJG31R811208299, CA License 8R49328, was tested and smog certificate JD053227C was
7 issued by Respondent I Star Smog Check under the license of Smog Check Inspector EO 633405,
8 Respondent Nazaryan.

9 51. The Dynamic Data charts for the 2001 Chevrolet Express Cutaway G3500 show that
10 between time stamp 403 and 19348, the engine RPM is steady at around 700 RPM. During this
11 time, the data shows the throttle fluctuation between 1.2% and 3.9% opening, the MAP rising
12 from 38 kPa to 43 kPa, and the MAF dropping from 7.26 grams/sec to 5.97 grams/sec. After time
13 stamp 19348, the engine RPM is increased and then ultimately held above 1644 RPM. During
14 this time, the data shows the throttle dropping from 3.5% opening to 1.2% opening, the MAP
15 dropping from 44 kPa to 33 kPa, and the MAF fluctuating from 5.36 grams/sec and 5.97
16 grams/sec.

17 52. The throttle positions and MAF readings are expected to be stable at idle and at the
18 elevated engine RPM, not fluctuate and/or drop abnormally. Additionally, the throttle positions
19 and MAF readings are expected to rise with the increase in engine RPM, not decrease to readings
20 lower than idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition
21 Device (DAD) was not connected as required to the 2001 Chevrolet Express Cutaway G3500
22 being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

23 **Clean Plug #6**

24 53. On or about August 2, 2025, a 2004 Ford Econoline E250 Van, VIN
25 1FTNE24L04HB07015, CA License 64390T1, was tested and smog certificate US496746C was
26 issued by Respondent I Star Smog Check under the license of Smog Check Inspector EO 633405,
27 Respondent Nazaryan.

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1 51. The Dynamic Data charts for the 2004 Ford Econoline E250 Van shows that between
2 time stamp 400 and 18809, the engine RPM is steady at around 675 RPM. During this time, the
3 data shows the throttle fluctuating between 16.5% and 17.6% opening and the MAF varying
4 between 2.84 grams/sec and 4.86 grams/sec. After time stamp 18809, the engine RPM is
5 increased and then ultimately held steady at around 1700 RPM. During this time, the data shows
6 the throttle fluctuating between 12.9% and 17.6% opening and the MAF rising between 2.99
7 grams/sec and 4.45 grams/sec.

8 54. The steady idle and steady elevated engine RPMs along with the improbable throttle
9 positions and MAF readings are not characteristic or expected for normal engine operation. The
10 throttle positions and MAF readings are expected to be stable at idle and at the elevated engine
11 RPM, not vary abnormally and/or fluctuate. Additionally, the throttle positions and MAF
12 readings are expected to rise with the increase in engine RPM, not decrease to readings lower
13 than idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition
14 Device (DAD) was not connected as required to the 2004 Ford Econoline E250 Van being
15 certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

16 55. On or about June 27, 2024, another licensed Smog Check station performed a Smog
17 Check Inspection on the same 2004 Ford Econoline E250 Van, VIN 1FTNE24L04HB07015, CA
18 License 64390T1. The Dynamic Data charts for the 2003 Ford Expedition shows that between
19 time stamp 348 and 20285, the engine RPM is steady at around 625 RPM. During this time, the
20 data shows the throttle fixed at 18% opening and the MAF stable between 4.81 grams/sec. and
21 4.92 grams/sec. After time stamp 20285, the engine RPM increased and then held steady at
22 around 2000 RPM. During this time, the data shows that the throttle is fixed at 22% opening and
23 the MAF is stable between 15.39 grams/sec. and 15.89 grams/sec. The steady idle and steady
24 elevated engine RPMs along with the associated throttle positions and MAF readings are
25 characteristic and expected for normal engine operation.

26 **Clean Plug #7**

27 56. On or about October 24, 2025, a 2002 Dodge RAM 1500, VIN
28 1D7HA16Z12J143960, CA License 6Y34092, was tested and smog certificate UU723982C

1 was issued by Respondent I Star Smog Check under the license of Smog Check Inspector EO
2 633405, Respondent Nazaryan.

3 57. The Dynamic Data charts for the 2002 Dodge RAM 1500 shows that between time
4 stamp 359 and 22602, the engine RPM is steady at around 675 RPM. During this time, the data
5 shows the throttle fluctuating between 8.6% and 9.8% and the MAP varying between 34 kPa and
6 45 kPa. After time stamp 22602, the engine RPM is increased and then ultimately held steady at
7 around 1600 RPM. During this time, the data shows the throttle fluctuating between 6.7% and
8 11.8% and the MAP varying between 39 kPa and 43 kPa.

9 58. The steady idle and steady elevated engine RPMs along with the improbable throttle
10 positions and MAP readings are not characteristic or expected for normal engine operation. The
11 throttle positions and MAP readings are expected to stable at idle and at the elevated engine
12 RPM, not vary abnormally and/or fluctuate. Additionally, the throttle position readings are
13 expected to rise with the increase in engine RPM, not decrease to readings lower than idle
14 readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition Device (DAD)
15 was not connected as required to the 2002 Dodge RAM 1500 being certified, causing the issuance
16 of a fraudulent Smog Certificate of Compliance.

17 **Clean Plug #8**

18 59. On or about November 13, 2025, a 2001 GMC W3500 W35042, VIN
19 4KDB4B1R61J800847, CA License 50244U1, was tested and smog certificate UW369421C was
20 issued by Respondent I Star Smog Check under the license of Smog Check Inspector EO 633405,
21 Respondent Nazaryan.

22 60. The Dynamic Data charts for the 2001 GMC W3500 W35042 show that between
23 time stamp 417 and 18165, the engine RPM is steady at around 700 RPM. During this time, the
24 data shows the throttle varying 2.4% and 3.1% opening, the MAP varying between 33 kPa and 42
25 kPa, and the MAF varying between 5.88 grams/sec. and 6.93 grams/sec. After time stamp 18165,
26 the engine RPM is increased and then ultimately held steady at around 1850 RPM. During this
27 time, the data shows the throttle fluctuating between 2.7% and 5.5% opening, the MAP drops
28 from 46 kPa to 44kPa, the MAF varying between 5.77 grams/sec. and 6.73 grams/sec.

1 61. The steady idle and steady elevated engine RPMs along with the improbable throttle
2 positions, MAP, and MAF readings are not characteristic or expected for normal engine
3 operation. The throttle positions and MAF readings are expected to be stable at idle and at the
4 elevated engine RPM, not vary abnormally and/or fluctuate. Additionally, the throttle positions
5 and MAF readings are expected to rise with the increase in engine RPM, not decrease to readings
6 lower than idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition
7 Device (DAD) was not connected as required to the 2001 GMC W3500 W35042 being certified,
8 causing the issuance of a fraudulent Smog Certificate of Compliance.

9 62. On November 16, 2023, another licensed Smog Check station performed a Smog
10 Check Inspection on the same 2001 GMC W3500 W35042, VIN 4KDB4B1R61J800847, CA
11 License 50244U1. The Dynamic Data charts for the 2001 GMC W3500 W35042 show that
12 between time stamp 94 and 19544, the engine RPM is steady at or near 700 RPM. During this
13 time, the data shows the throttle is steady at 0% opening, the MAP is steady at 31 kPa, and the
14 MAF is steady between 7.14 grams/sec. and 7.45 grams/sec. After time stamp 19544, the engine
15 RPM is increased and is then held steady at or near 1600 RPM. During this time, the data shows
16 the throttle steady between 2.4% and 3.1% opening, the MAP steady at 27 kPa, and the MAF is
17 fluctuating between 14.99 grams/sec. and 16.1 grams/sec. The steady idle and steady elevated
18 engine RPMs along with the associated throttle positions, MAP, and MAF readings are
19 characteristic and expected for normal engine operation.

20 **Clean Plug #9**

21 63. On or about November 19, 2025, a 2001 Ford F350 Super Duty, VIN
22 1FDWF36S31EB76009, CA License 6P37970, was tested and smog certificate UW369436C was
23 issued by Respondent I Star Smog Check under the license of Smog Check Inspector EO 633405,
24 Respondent Nazaryan.

25 64. The Dynamic Data charts for the 2001 Ford F350 Super Duty shows that between
26 time stamp 440 and 20552, the engine RPM is steady at around 700 RPM. During this time, the
27 data shows the throttle fluctuating between 12.9% and 18% opening and the MAF fluctuating
28 between 5.51 grams/sec and 6.69 grams/sec. After time stamp 20552, the engine RPM is

1 increased and then held steady at around 2100 RPM. During this time, the data shows the throttle
2 varying between 12.5% and 17.3% opening and the MAF varying between 5.95 grams/sec and
3 7.16 grams/sec.

4 65. The steady idle and steady elevated engine RPMs along with the improbable throttle
5 positions and MAF readings are not characteristic or expected for normal engine operation. The
6 throttle positions and MAF readings are expected to be stable at idle and at the elevated engine
7 RPM, not vary abnormally and/or fluctuate. Additionally, the throttle positions and MAF
8 readings are expected to rise with the increase in engine RPM, not decrease to readings lower
9 than idle readings. The discrepancies in the OIS Test Data prove the OIS Data Acquisition
10 Device (DAD) was not connected as required to the 2001 Ford F350 Super Duty being certified,
11 causing the issuance of a fraudulent Smog Certificate of Compliance.

12 **Clean Plug #10**

13 66. On or about January 23, 2026, a 2000 GMC New Sierra C1500, VIN
14 1GTEC14V5YZ252990, CA License 6A95030, was tested and smog certificate VA330608C was
15 issued by Respondent I Star Smog Check under the license of Smog Check Inspector EO 633405,
16 Respondent Nazaryan.

17 67. The Dynamic Data charts for the 2000 GMC New Sierra C1500 shows that between
18 time stamp 449 and 22283, the engine RPM is steady at around 700 RPM. During this time, the
19 data shows the throttle fluctuating between 3.5% and 5.5% opening, the MAP fluctuating
20 between 36 kPa and 40 kPa, and the MAF fluctuating between 4.19 grams/sec and 4.44
21 grams/sec. After time stamp 22283, the engine RPM is increased and then ultimately held steady
22 at around 1950 RPM. During this time, the data shows the throttle fluctuating between 1.2 % and
23 2.7% opening, the MAP rising from 39 kPa to 43 kPa, and the MAF fluctuating between 4.06
24 grams/sec and 5.07 grams/sec.

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

1 readings are expected to rise with the increase in engine RPM, not decrease to readings lower
2 than idle readings and the MAP is expected to drop with the increase in engine RPM, not increase
3 to readings higher than idle readings. The discrepancies in the OIS Test Data prove the OIS Data
4 Acquisition Device (DAD) was not connected as required to the 2000 GMC New Sierra C1500
5 being certified, causing the issuance of a fraudulent Smog Certificate of Compliance.

6 **FIRST CAUSE FOR DISCIPLINE**

7 **(Untrue or Misleading Statements – Respondent I Star Smog Check)**

8 69. Respondent I Star Smog Check's Automotive Repair Dealer Registration is subject to
9 disciplinary action under Code section 9884.7, subdivision (a)(1), in that, with respect to the
10 vehicles identified above, Respondent I Star Smog Check made or authorized statements which
11 they knew, or in the exercise of reasonable care should have known to be untrue or misleading, as
12 follows: Respondent I Star Smog Check certified that these vehicles had passed inspection and
13 were in compliance with applicable laws and regulations, when in fact, Respondent I Star Smog
14 Check conducted the inspections on the vehicles using the clean plugging method in order to
15 issue smog certificates of compliance for the vehicles. Complainant refers to, and by this
16 reference incorporates, the allegations set forth above in paragraphs 37-68, as though fully set
17 forth herein.

18 **SECOND CAUSE FOR DISCIPLINE**

19 **(Fraud – Respondent I Star Smog Check)**

20 70. Respondent I Star Smog Check's Automotive Repair Dealer Registration is subject to
21 disciplinary action under Code section 9884.7, subdivision (a)(4), in that, with respect to the
22 vehicles identified above, Respondent I Star Smog Check committed acts which constitute fraud
23 by issuing electronic smog certificates of compliance for these vehicles without performing bona
24 fide inspections of the emissions control devices and systems on those vehicles, thereby depriving
25 the People of the State of California of the protection afforded by the Motor Vehicle Inspection
26 Program. Complainant refers to, and by this reference incorporates, the allegations set forth
27 above in paragraphs 37-68, as though fully set forth herein.

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1 **THIRD CAUSE FOR DISCIPLINE**

2 **(Material Violation of Automotive Repair Act – Respondent I Star Smog Check)**

3 71. Respondent I Star Smog Check's Automotive Repair Dealer Registration is subject to
4 disciplinary action under Code section 9884.7, subdivision (a)(6), in that, with respect to the
5 vehicles identified above, Respondent I Star Smog Check failed in a material respect to comply
6 with the provisions of this chapter or regulations adopted pursuant to it by issuing electronic smog
7 certificates of compliance for these vehicles without performing bona fide inspections of the
8 emissions control devices and systems on those vehicles, thereby depriving the People of the
9 State of California of the protection afforded by the Motor Vehicle Inspection Program.
10 Complainant refers to, and by this reference incorporates, the allegations set forth above in
11 paragraphs 37-68, as though fully set forth herein.

12 **FOURTH CAUSE FOR DISCIPLINE**

13 **(Violations of the Motor Vehicle Inspection Program – Respondent I Star Smog Check)**

14 72. Respondent I Star Smog Check's Smog Check, Test-Only, Station License is subject
15 to disciplinary action under Health and Safety Code section 44072.2, subdivision (a), in that, with
16 respect to the vehicles identified above, Respondent I Star Smog Check failed to comply with the
17 following sections of the Health and Safety Code:

18 a. **Section 44012:** Respondent I Star Smog Check failed to ensure that the emission
19 control tests were performed on the vehicles in accordance with procedures prescribed by the
20 Bureau.

21 b. **Section 44015, subdivision (b):** Respondent I Star Smog Check issued electronic
22 smog certificates of compliance for the vehicles without ensuring that the vehicles were properly
23 tested and inspected to determine if they were in compliance with Health and Safety Code section
24 44012.

25 c. **Section 44059:** Respondent I Star Smog Check willfully made false entries for the
26 electronic smog certificates of compliance for the vehicles by certifying that the vehicles had
27 been inspected as required when, in fact, they had not.

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1 Complainant refers to, and by this reference incorporates, the allegations set forth above in
2 paragraphs 37-68, as though fully set forth herein.

3 **FIFTH CAUSE FOR DISCIPLINE**

4 **(Failure to Comply with Regulations Pursuant to the Motor Vehicle Inspection**
5 **Program – Respondent I Star Smog Check)**

6 73. Respondent I Star Smog Check's Smog Check, Test-Only, Station License is subject
7 to disciplinary action under Health and Safety Code section 44072.2, subdivision (c), in that, with
8 respect to the vehicles identified above, Respondent I Star Smog Check failed to comply with
9 provisions of the California Code of Regulations, title 16, as follows:

10 a. **Section 3340.24, subdivision (c):** Respondent I Star Smog Check issued false or
11 fraudulent certificates of compliance for the vehicles.

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

15 c. **Section 3340.41, subdivision (c):** Respondent I Star Smog Check knowingly entered
16 false information into the OIS for the vehicles.

17 d. **Section 3340.42:** Respondent I Star Smog Check failed to ensure that the required
18 smog tests were conducted on the vehicles in accordance with the Bureau's specifications.

19 e. **Section 3373:** Respondent I Star Smog Check withheld or inserted statements or
20 information in an estimate, invoice, work order, or record required to be maintained by California
21 Code of Regulations, title 16, section 3340.15, subdivision (e), which caused the document to be
22 false or misleading for the vehicles.

23 Complainant refers to, and by this reference incorporates, the allegations set forth above in
24 paragraphs 37-68, as though fully set forth herein.

25 **SIXTH CAUSE FOR DISCIPLINE**

26 **(Dishonesty, Fraud, or Deceit – Respondent I Star Smog Check)**

27 74. Respondent I Star Smog Check's Smog Check, Test-Only, Station License is subject
28 to disciplinary action under Health and Safety Code section 44072.2, subdivision (d), in

1 conjunction with Health and Safety Code section 44072.10, subdivision (c), in that, with respect
2 to the vehicles identified above, Respondent I Star Smog Check committed dishonest, fraudulent,
3 or deceitful acts whereby another was injured by issuing electronic smog certificates of
4 compliance for the vehicles without performing bona fide inspections of the emission control
5 devices and systems on those vehicles, thereby depriving the People of the State of California of
6 the protection afforded by the Motor Vehicle Inspection Program. Complainant refers to, and by
7 this reference incorporates, the allegations set forth above in paragraphs 37-68, as though fully set
8 forth herein.

9 **SEVENTH CAUSE FOR DISCIPLINE**

10 **(Violations of the Motor Vehicle Inspection Program – Respondent Nazaryan)**

11 75. Respondent Nazaryan's Smog Check Inspector License is subject to disciplinary
12 action under Health and Safety Code section 44072.2, subdivision (a), in that, with respect to the
13 vehicles identified above, Respondent Nazaryan violated the following Health and Safety Code
14 sections:

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

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

20 c. **Section 44032:** Respondent Nazaryan 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 Nazaryan willfully made false entries for the electronic
24 certificates of compliance by certifying that the vehicles had been inspected as required when, in
25 fact, they had not.

26 Complainant refers to, and by this reference incorporates, the allegations set forth above in
27 paragraphs 37-68, as though fully set forth herein.

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1 **EIGHTH CAUSE FOR DISCIPLINE**

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

4 76. Respondent Nazaryan's Smog Check Inspector License is subject to disciplinary
5 action under Health and Safety Code section 44072.2, subdivision (c), in that, with respect to the
6 vehicles identified above, Respondent Nazaryan failed to comply with provisions of the
7 California Code of Regulations, title 16, as follows:

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

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

13 c. **Section 3340.41, subdivision (c):** Respondent Nazaryan knowingly entered false
14 information into the OIS for the vehicles.

15 d. **Section 3340.42:** Respondent Nazaryan failed to ensure that the required smog tests
16 were conducted on the vehicles identified above in accordance with the Bureau's specifications.

17 Complainant refers to, and by this reference incorporates, the allegations set forth above in
18 paragraphs 37-68, as though fully set forth herein.

19 **NINTH CAUSE FOR DISCIPLINE**

20 **(Dishonesty, Fraud, or Deceit – Respondent Nazaryan)**

21 77. Respondent Nazaryan's Smog Check Inspector License is subject to disciplinary
22 action under Health and Safety Code section 44072.2, subdivision (d), in conjunction with
23 Health and Safety Code section 44072.10, subdivision (c), in that, with respect to the vehicles
24 identified above, Respondent Nazaryan committed acts involving dishonesty, fraud, or deceit
25 when he issued electronic smog certificates of compliance for the vehicles without performing
26 bona fide inspections of the emission control devices and systems on those vehicles, thereby
27 depriving the People of the State of California of the protection afforded by the Motor Vehicle
28

1 Inspection Program. Complainant refers to, and by this reference incorporates, the allegations
2 set forth above in paragraphs 37-68, as though fully set forth herein.

3 **DISCIPLINE CONSIDERATIONS**

4 78. To determine the degree of discipline, if any, to be imposed on Respondents,
5 Complainant alleges that:

6 a. On or about December 7, 2017, in a prior action, the Bureau issued Respondent I Star
7 Smog Check Citation Number C2017-2480 for violation of Health & Safety Code section 44012,
8 for failure to comply with procedures for required visual and functional testing and included a
9 \$1,000 fine. The Citation is now final.

10 b. On or about December 7, 2017, in a prior action, the Bureau issued Respondent
11 Nazaryan Citation Number M2017-2481 for violation of Health & Safety Code section 44032 for
12 failure of a qualified technician to perform tests of emission control devices and systems in
13 accordance with Health & Safety Code section 44012. The Citation included an Order of
14 Abatement to attend an 8-hour Bureau Certified Smog Check Training Course. The Citation is
15 now final.

16 **OTHER MATTERS**

17 79. Pursuant to Business and Professions Code section 9884.7, subdivision (c), the
18 Director may suspend, revoke, or place on probation the registration for all places of business
19 operated in this state by Respondent George Nazaryan upon a finding that he has, or is, engaged
20 in a course of repeated and willful violations of the laws and regulations pertaining to an
21 automotive repair dealer.

22 80. Pursuant to Health and Safety Code section 44072.8, if Smog Check, Test-Only,
23 Station License Number TC 275121, issued to Respondent George Nazaryan, dba I Star Smog
24 Check, is revoked or suspended following a hearing under this article, any additional license
25 issued under Chapter 5 of Part 5 of Division 26 of the Health and Safety Code in the name of said
26 licensee may be likewise revoked or suspended by the Director.

27 81. Pursuant to Health and Safety Code section 44072.8, if Smog Check Inspector
28 License Number EO 633405, issued to Respondent George Nazaryan is revoked or suspended

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

4 **PRAYER**

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

8 1. Revoking or suspending Automotive Repair Dealer Registration Number ARD
9 275121, issued to George Nazaryan;

10 2. Revoking or suspending Smog Check, Test-Only, Station License Number TC
11 275121, issued to George Nazaryan;

12 3. Revoking or suspending Smog Check Inspector License Number EO 633405, issued
13 to George Nazaryan;

14 4. Revoking or suspending any other automotive repair dealer registration issued to
15 George Nazaryan;

16 5. Revoking or suspending any additional license issued under Chapter 5, Part 5 of
17 Division 26 of the Health and Safety Code in the name of George Nazaryan;

18 6. Ordering George Nazaryan, dba I Star Smog Check and George Nazaryan to pay the
19 Bureau of Automotive Repair the reasonable costs of the investigation and enforcement of this
20 case, pursuant to Business and Professions Code section 125.3 and if placed on probation, the
21 costs of probation monitoring;

22 and,

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7. 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: 2026.10.09
14:55:18 -07'00'

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

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