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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. 79/24-20768

13 **MARTIN GONZALEZ LOPEZ DBA**  
14 **COMPADRES SMOG**  
17410 Foothill Boulevard, Unit D  
Fontana, CA 92335

**ACCUSATION**

15 **Automotive Repair Dealer Registration No.**  
16 **ARD 285096**  
**Smog Check Test Only Station License No.**  
17 **TC 285096**

18 **MARK YOUSIF**  
1062 Mirada Drive  
Perris, CA 92571

19 **Smog Check Inspector License No.**  
20 **EO 632145**

21 Respondents.

22  
23 **PARTIES**

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

26 2. On or about October 17, 2016, the Bureau issued Automotive Repair Dealer  
27 Registration Number ARD 285096 to Martin Gonzalez Lopez, dba Compadres Smog  
28 (Respondent Lopez). The Automotive Repair Dealer Registration was in full force and effect at

1 all times relevant to the charges brought herein and will expire on October 31, 2025, unless  
2 renewed.

3 3. On or about October 31, 2016, the Bureau issued Smog Check Test Only Station  
4 License Number TC 285096 to Respondent Lopez. The Smog Check Test Only Station License  
5 was in full force and effect at all times relevant to the charges brought herein and will expire on  
6 October 31, 2025, unless renewed.

7 4. On or about July 1, 2020, the Bureau issued STAR Station certification to  
8 Respondent Lopez, and the STAR Station certification will remain active unless the Automotive  
9 Repair Dealer Registration and/or Smog Check License is revoked, or cancelled, or the licenses  
10 become delinquent, or the certification is suspended.

11 5. On or about July 24, 2012, the Bureau first issued Smog Check Inspector License  
12 Number EO 632145 to Mark Yousif (Respondent Yousif). The Smog Check Inspector License  
13 will expire on July 31, 2026, unless renewed.

#### 14 **JURISDICTION**

15 6. This Accusation is brought before the Director of the Department of Consumer  
16 Affairs (Director) for the Bureau, under the authority of the following laws. All section references  
17 are to the Business and Professions Code (Code) unless otherwise indicated.

18 7. Code section 118, subdivision (b), provides that suspension, expiration, surrender, or  
19 cancellation of a license shall not deprive the Director of jurisdiction to proceed with a  
20 disciplinary action during the period within which the license may be renewed, restored, reissued  
21 or reinstated.

22 8. Code section 9884.7 provides that the Director may revoke an Automotive Repair  
23 Dealer Registration.

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

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

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

## **STATUTORY PROVISIONS**

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

13. Code section 9884.7 states, in pertinent part:

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

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

• • • •

(4) Any other conduct that constitutes fraud.

• • • •

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

• • • •

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

• • • •

1 (e) For purposes of this section, “fraud” includes, but is not limited to,  
2 violations of this chapter involving misrepresentations and all of the following:

3 (1) Any act or omission that is included within the definition of either “actual  
4 fraud” or “constructive fraud,” as those terms are defined in Sections 1572 and 1573  
5 of the Civil Code.

6 (2) A misrepresentation in any manner, whether intentionally false or due to  
7 gross negligence, of a material fact.

8 (3) A promise or representation not made honestly and in good faith.

9 (4) An intentional failure to disclose a material fact.

10 (5) Any act in violation of Section 484 of the Penal Code.

11 14. Health and Safety Code section 44012 provides, in pertinent part, that tests at smog  
12 check stations shall be performed in accordance with procedures prescribed by the department.

13 15. Health and Safety Code section 44015, subdivision (b), provides that a certificate of  
14 compliance shall be issued if a vehicle meets the requirements of Health and Safety Code section  
15 44012.

16 16. Health and Safety Code section 44032 provides that qualified technicians shall  
17 perform tests of emissions control devices and systems in accordance with Health and Safety  
18 Code section 44012.

19 17. Health and Safety Code section 44072.2 states, in pertinent part:

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

23 (a) Violates any section of this chapter [the Motor Vehicle Inspection Program  
24 (Health and Saf. Code § 44000, et seq.)] and the regulations adopted pursuant to it,  
25 which related to the licensed activities.

26 . . .

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

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

. . .

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

. . .

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

(1) Clean piping, 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 . . . .

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

### **REGULATORY PROVISIONS**

20. Title 16 of the California Code of Regulations, section 3340.24, subdivision (c), states:

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

21. Title 16 of the California Code of Regulations, section 3340.30, subdivision (a), states that a licensed smog technician shall at all times “[i]nspect, 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.”

22. Title 16 of the California Code of Regulations, section 3340.35, subdivision (c), states that a licensed smog check 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.”

23. Title 16 of the California Code of Regulations, section 3340.41 states, in pertinent part:

. . . .

(b) No person shall enter any access or qualification number other than as

1 authorized by the Bureau into the EIS or OIS, nor in any way tamper with the EIS or  
2 OIS.

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

7 24. Title 16 of the California Code of Regulations, section 3340.42, sets forth specific  
8 emissions test methods and procedures which apply to all vehicles inspected in the State of  
9 California.

### 10 **COST RECOVERY**

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

### 17 **CALIFORNIA'S SMOG CHECK PROGRAM**

18 26. California's Smog Check Program requires most vehicles in the State to undergo a  
19 smog check inspection every two years or when the vehicle's title is transferred.

20 27. A smog check inspection in certain Enhanced areas of the State is an Acceleration  
21 Simulation Mode (ASM) test performed using an Emission Inspection System (EIS), also known  
22 as a BAR 97. This is a computer based five-gas analyzer that measures Hydrocarbons (HC),  
23 Carbon Monoxide (CO), Oxides of Nitrogen (NOx), Carbon Dioxide (CO<sup>2</sup>) and Oxygen (O<sup>2</sup>).  
24 The first part of the test is a loaded mode test of the vehicle's tailpipe emissions on a  
25 dynamometer. The vehicle's drive wheels are placed on rollers, and the vehicle is driven to  
26 simulate driving conditions while the emissions are sampled by the EIS.

27 28. In Basic areas of the State, or depending on a vehicle's configuration, a similar test  
28 called a Two Speed Idle test is performed, but instead of applying a load to the vehicle's drive  
wheels with a dynamometer, the EIS measures the emissions of HC, CO, O<sup>2</sup>, and CO<sup>2</sup> at idle as  
well as 2500 revolutions per minute (rpm).

29. In the visual portion of a smog check, the technician inspects the emission control components to verify that the required emission control devices are present and properly connected.

30. An On-Board Diagnostics (OBD II) functional test is also performed on most 1996 to 1999 model year vehicles. The EIS retrieves information through the Diagnostic Link Connector (DLC) from the vehicle's on-board computer about its ability to communicate, the status of the I/M readiness monitors and the MIL light command. The I/M readiness monitors tell whether or not the OBD II system has run a sufficient number of self-tests on the vehicle's emission and engine control systems. A failure of one or more of the OBD II functional criteria, depending on model year, will result in the vehicle failing its smog check inspection. In addition to reporting the outcome of the OBD II functional test, the smog check inspection results also show Diagnostic Trouble Codes (DTC) if there are any in the vehicle's on-board computer memory.

31. The inspector enters the results of the visual and functional inspections into the EIS. The EIS unit makes the determination whether or not the vehicle passes the inspection based on the results of the tailpipe, visual, and functional tests.

32. The EIS is connected by internet connection to Bureau's Vehicle Information Database (VID). If the vehicle passes the visual, functional and tailpipe tests, it passes the overall inspection. A Certificate of Compliance is issued and transmitted electronically to the VID. Additionally, all data gathered during a Smog Check inspection, regardless of the type of inspection, is transmitted to and retained in the VID.

33. Beginning March 9, 2015, California's Smog Check Program was updated to require the use of an On-Board Diagnostic Inspection System (BAR-OIS). BAR-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. The system consists of a certified Data Acquisition Device (OIS DAD), computer, bar code scanner, and printer. The DAD is an OBD scan tool that, when requested by the BAR-OIS software, retrieves OBD data from the vehicle. All OBD data that the vehicle indicates it supports is requested by the BAR-OIS software and will be retrieved. The DAD connects between the BAR-OIS computer and the vehicle's DLC. The bar code scanner is

1 used to input inspector information, the vehicle identification number (VIN), and Department of  
2 Motor Vehicles renewal information. The printer provides a Vehicle Inspection Report (VIR)  
3 containing inspection results for motorists and a Smog Check Certificate of Compliance number  
4 for passing vehicles.

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

- 9 • Engine speed in revolutions per minute (RPM)
- 10 • Throttle position as measured by a throttle position sensor (TPS) mounted onto the  
11 throttle shaft. Measured in a percentage of opening from zero percent at idle and near or up to  
12 100-percent at full throttle.
- 13 • Manifold absolute pressure as measured by a manifold air pressure sensor (MAP)  
14 connected to an intake manifold source, measured in kilo pascals (kpa). Typical readings for a  
15 normally aspirated vehicle as follows: zero kpa being absolute vacuum, 25 to 45 kpa at idle, 101  
16 kpa at full throttle, same as atmospheric pressure at sea level.
- 17 • Mass air flow as measured by a mass air flow sensor (MAF) mounted in the engine's  
18 air intake tract. Measured in grams per second (gps).
- 19 • Ignition timing is set by the vehicle PCM based on engine speed and load, and is  
20 measured in degrees Before Top Dead Center (BTDC).

21 35. Not all vehicles include both MAP and MAF parameters. Many vehicles will have  
22 either MAP or MAF parameters separately.

23 36. During normal engine operation at idle, engine speed is relatively steady around its  
24 target idle speed. With the engine idling, the TPS is steady and at or near zero percent. The MAP  
25 and/or MAF readings are also steady. For the engine speed to increase, the throttle would have to  
26 be opened in order to increase airflow through the engine. The engine's management systems  
27 supply fuel and spark timing appropriate to any changes in throttle position and engine speed.

28 ///



37. An increase in throttle, measured by the TPS, which increases engine RPM, would result in a corresponding increase in MAF as well as a change in MAP. Any movement in the throttle from the idle position will result in an increase of airflow through the engine with corresponding increases RPM and MAF along with changes in MAP.

38. During an OIS Smog Check inspection, along with other visual and functional inspections, there is an OBD II query portion of the inspection. The OBD II query is performed with the engine idling and, when requested by the OIS analyzer, and an elevated or increased engine speed. The increase in engine speed is performed by the inspector by stepping on the throttle pedal or manually opening the throttle resulting in a corresponding increase in engine RPMs by allowing an increase in airflow into the engine.

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

40. The Bureau is aware of methods some Smog Check stations and Smog Check inspectors use to fraudulently issue smog certificates to vehicles that will not pass a Smog Check test on their own, or in some instances, are not even present during the time the test is performed. These methods are known as “clean piping”, “clean plugging”, and “clean gassing”. “Clean plugging” is a method by which another vehicle’s properly functioning OBD II system, or another source such as defeat devices, are used to generate passing data readings or diagnostic information for the purpose of fraudulently issuing smog certificates to vehicles that are not in smog compliance and or not present for testing.

## FACTUAL ALLEGATIONS

41. On or about April 16, 2025, a Bureau Representative completed a detailed review of the VID data for Smog Check inspections performed at Compadres Smog which showed a pattern of vehicles being certified with engine operating parameters that did not correspond to normal engine operation, confirming the vehicles receiving smog certifications were not tested during the OBD II functional test, which constitutes clean plugging. The Bureau Representative's review of the smog check activities at Compadres Smog confirmed ten (10) Smog Check Certificates of Compliance were fraudulently issued by Compadres Smog to vehicles

1 that were inspected by Respondent Yousif.

2 **Fraudulent Inspection Number One – 2002 Mitsubishi Lancer**

3 42. OIS Test Data for Compadres Smog indicated that on October 29, 2023, a 2002  
4 Mitsubishi Lancer ES, CA license 6SRK481, VIN JA3AJ26E52U019203 (2002 Lancer), was  
5 tested and issued smog check certificate # TO512751C, under Respondent Yousif's Smog Check  
6 Inspector License.

7 43. The Dynamic OBD Data and Dynamic Data Charts for the 2002 Lancer showed that  
8 between time stamp 844 and 20599 engine speed was steady at approximately 725 RPM. During  
9 that time the throttle was fixed at 0-percent opening, MAF was fixed at 3.23 gps, and the ignition  
10 timing advance for #1 cylinder was fixed at 10 degrees BTDC. After time stamp 20599 the engine  
11 speed accelerated to approximately 2150 RPM. From the time the engine RPM increased off idle  
12 to the higher RPMs, the throttle was fixed at the same 0-percent opening, MAF was fixed at the  
13 same 3.23 gps, and the ignition timing advance for #1 cylinder was also still fixed at the same 10  
14 degrees BTDC.

15 44. During the entire period the dynamic data was collected, the only parameter that  
16 changed was engine RPM. The throttle position, MAF, and ignition timing advance readings  
17 remained unchanged even though the engine speed had increased. These readings were not  
18 characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data  
19 confirmed that the OIS DAD was not connected to the 2002 Lancer during the certification  
20 process as required, thereby confirming this was a fraudulent inspection by way of clean  
21 plugging.

22 **Previous Failing Tests: 2002 Lancer**

23 45. According to Bureau records, the 2002 Lancer had previously failed two tests.

24 46. Respondent Yousif performed the most recent previous failing test at Compadres  
25 Smog on October 15, 2023. The 2002 Lancer failed the test for incomplete OBDII readiness  
26 monitors. The vehicle also had a pending OBDII DTC P0507. The Dynamic OBDII PID data  
27 collected during the test showed that the expected change in the throttle, MAF, and ignition  
28 timing advance parameters as characteristic or expected for normal engine operation.

1           47. The earlier failing test was performed at another station on September 14, 2023. The  
2 2002 Lancer failed the test for incomplete OBDII readiness monitors. The vehicle also had a  
3 pending OBDII DTC P0401. No dynamic OBDII PID data was collected during the September 14  
4 test.

5           **Fraudulent Inspection Number Two – 2003 Toyota Corolla**

6           48. OIS Test Data for Compadres Smog indicated that on December 10, 2023, a 2003  
7 Toyota Corolla CE, CA license 5KPP984, VIN JTDBR32E030008418 (2003 Corolla), was tested  
8 and issued smog check certificate # IX836466C under Respondent Yousif's Smog Check  
9 Inspector License.

10          49. The Dynamic OBD Data and Dynamic Data Charts for the 2003 Corolla showed that  
11 between time stamp 859 and 22338 engine speed was steady at approximately 750 RPM. During  
12 that time the throttle was fixed at 12.5-percent opening, MAF was fixed at 1.71 gps, and the  
13 ignition timing advance for #1 cylinder was fixed at 13 degrees BTDC. After time stamp 22338  
14 the engine speed accelerated to approximately 1950 RPM. From the time the engine RPM  
15 increased off idle to the higher RPMs, the throttle was fixed at the same 12.5-percent opening,  
16 MAF was fixed at the same 1.71 gps, and the ignition timing advance for #1 cylinder was also  
17 still fixed at the same 13 degrees BTDC.

18          50. During the entire period the dynamic data was collected, the only parameter that  
19 changed was engine RPM. The throttle position, MAF, and ignition timing advance readings  
20 remained unchanged even though the engine speed had increased. These readings were not  
21 characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data  
22 confirmed that the OIS DAD was not connected to the 2003 Corolla during the certification  
23 process as required, thereby confirming this was a fraudulent inspection by way of clean  
24 plugging.

25           **Previous Failing Test: 2003 Corolla**

26          51. A previous failing test was performed on the 2003 Corolla at another station on July  
27 30, 2023. The 2003 Corolla failed the test for incomplete OBDII readiness monitors. The  
28 Dynamic OBDII PID data collected during the test showed the expected change in the throttle,

MAF, and ignition timing advance parameters as characteristic or expected for normal engine operation.

### **Fraudulent Inspection Number Three – 2001 Chevrolet Silverado**

52. OIS Test Data for Compadres Smog indicated that on December 10, 2023, a 2001 Chevrolet Silverado C1500, CA license 6P70099, VIN 2GCEC19V211314949 (2001 Silverado), was tested and issued smog check certificate # IX836469C under Respondent Yousif's Smog Check Inspector License.

53. The Dynamic OBD Data and Dynamic Data Charts for the 2001 Silverado showed that between time stamp 352 and 19202 engine speed was steady at approximately 800 RPM. During that time the throttle was fixed at 0-percent opening, MAF was fixed at 7.41 gps, MAP was fixed at 33 kPa, and the ignition timing advance for #1 cylinder was fixed at 17.5 degrees BTDC. After time stamp 19202 the engine speed accelerated to approximately 1675 RPM. From the time the engine RPM increased off idle to the higher RPMs, the throttle was fixed at the same 0-percent opening, MAF was fixed at the same 7.41 gps, MAP was fixed at the same 33 kPa, and the ignition timing advance for #1 cylinder also remained fixed at the same 17.5 degrees BTDC.

54. During the entire period the dynamic data was collected, the only parameter that changed was engine RPM. The throttle position, MAF, MAP, and ignition timing advance readings remained unchanged even though the engine speed had increased. These readings were not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data confirmed that the OIS DAD was not connected to the 2001 Silverado during the certification process as required, thereby confirming this was a fraudulent inspection by way of clean plugging.

### **Previous Failing Test: 2001 Silverado**

55. A previous failing test was performed on the 2001 Silverado at another station on April 10, 2023. The 2001 Silverado failed the test for an illuminated MIL, and confirmed OBDII DTC's P0135, P0430, and P1415. The Dynamic OBDII PID data collected during the previous failing test showed the expected change in the throttle, MAF, MAP, and ignition timing advance parameters were characteristic or expected for normal engine operation.

**Fraudulent Inspection Four – 2006 Chevrolet Tahoe**

56. OIS Test Data for Compadres Smog indicated that on December 10, 2023, a 2006 Chevrolet Tahoe C1500, CA license 5LOH215, VIN 1GNEC13ZX6R106562 (2006 Tahoe), was tested and issued smog check certificate # IX836472C under Respondent Yousif's Smog Check Inspector License.

57. The Dynamic OBD Data and Dynamic Data Charts for the 2006 Tahoe showed that between time stamp 339 and 19441 engine speed remained steady at approximately 700 RPM. During that time the throttle was fixed at 10.2-percent opening, MAF was fixed at 4.72 gps, MAP was fixed at 32 kPa, and the ignition timing advance for #1 cylinder was fixed at 23.5 degrees BTDC. After time stamp 19441 the engine speed accelerated to approximately 1775 RPM. From the time the engine RPM increased off idle to the higher RPMs, the throttle was fixed at the same 10.2-percent opening, MAF was fixed at the same 4.72 gps, MAP was fixed at the same 32 kPa, and the ignition timing advance for #1 cylinder also remained fixed at the same 23.5 degrees BTDC.

58. During the entire period the dynamic data was collected, the only parameter that changed was engine RPM. The throttle position, MAF, MAP, and ignition timing advance readings remained unchanged even though the engine speed had increased. These readings were not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data confirmed that the OIS DAD was not connected to the 2006 Tahoe during the certification process as required, thereby confirming this was a fraudulent inspection by way of clean plugging.

**Previous Failing Test: 2006 Tahoe**

59. A previous failing test was performed on the 2006 Tahoe at another station on January 2, 2023. The 2006 Tahoe failed the test for incomplete OBDII readiness monitors. The vehicle also had a pending OBDII DTC P0463. The Dynamic OBDII PID data collected during the test showed that the expected change in the throttle, MAF, MAP, and ignition timing advance parameters were characteristic or expected for normal engine operation.

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**Fraudulent Inspection Number Five – 2001 Toyota RAV4**

60. OIS Test Data for Compadres Smog indicated that on December 10, 2023, a 2001 Toyota RAV4, CA license 4TRB291, VIN JTEGH20V710036473 (2001 RAV4), was tested and issued smog check certificate # IX836473C under Respondent Yousif's Smog Check Inspector License.

61. The Dynamic OBD Data and Dynamic Data Charts for the 2001 RAV4 showed that between time stamp 856 and 21384 engine speed was steady at approximately 725 RPM. During that time the throttle was fixed at 12.2-percent opening, MAF was fixed at 2.12 gps, and the ignition timing advance for #1 cylinder was fixed at 10.5 degrees BTDC. After time stamp 21384 the engine speed accelerated to approximately 2400 RPM, before decelerating to approximately 1625 RPM, then accelerating to approximately 2125 RPM. From the time the engine RPM increased off idle to the higher RPMs, the throttle remained fixed at the same 12.2-percent opening, MAF was fixed at the same 2.12 gps, and the ignition timing advance for #1 cylinder was also still fixed at the same 10.5 degrees BTDC.

62. During the entire period the dynamic data was collected, the only parameter that changed was engine RPM. The throttle position, MAF, and ignition timing advance readings remained unchanged even though the engine speed had increased. These readings were not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data confirmed that the OIS DAD was not connected to the 2001 RAV4 during the certification process as required, thereby confirming this was a fraudulent inspection by way of clean plugging.

**Previous Failing Test: 2001 RAV4**

63. A previous failing test was performed on the 2001 RAV4 at another station on July 19, 2023. The 2001 RAV4 failed the test for incomplete OBDII readiness monitors. No OBDII Dynamic PID data was collected during the test.

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**Fraudulent Inspection Number Six – 2000 Toyota Camry**

64. OIS Test Data for Compadres Smog indicated that on January 7, 2024, a 2000 Toyota Camry CE, CA license 4KRF478, VIN JT2BG22K3Y0433217 (2000 Camry), was tested and issued smog check certificate # TQ615337C under Respondent Yousif's Smog Check Inspector License.

65. The Dynamic OBD Data and Dynamic Data Charts for the 2000 Camry showed that between time stamp 850 and 22377 engine speed was steady at approximately 550 RPM. During that time the throttle was fixed at 12.2-percent opening, MAP was fixed at 31 kPa, and the ignition timing advance for #1 cylinder was fixed at 7.5 degrees BTDC. After time stamp 22377 the engine speed accelerated to approximately 2000 RPM, before decelerating to approximately 1625 RPM, then accelerating to approximately 2125 RPM. From the time the engine RPM increased off idle to the higher RPMs, the throttle remained fixed at the same 12.2-percent opening, MAP was fixed at the same 31 kPa, and the ignition timing advance for #1 cylinder also remained fixed at the same 7.5 degrees BTDC.

66. During the entire period the dynamic data was collected, the only parameter that changed was engine RPM. The throttle position, MAP, and ignition timing advance readings remained unchanged even though the engine speed had increased. These readings were not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data confirmed that the OIS DAD was not connected to the 2000 Camry during the certification process as required, thereby confirming this was a fraudulent inspection by way of clean plugging.

**Previous Failing Test: 2000 Camry**

67. A previous failing test was performed on the 2000 Camry at another station on December 7, 2023. The 2000 Camry failed the test for incomplete OBDII readiness monitors. No OBDII Dynamic PID data was collected during the test.

**Fraudulent Inspection Number Seven – 2004 GMC Yukon**

68. OIS Test Data for Compadres Smog indicated that on January 14, 2024, a 2004 GMC Yukon XL C1500, CA license 5VIL932, VIN 3GKEC16T54G182725 (2004 Yukon), was tested

1 and issued smog check certificate # TQ818368C under Respondent Yousif's Smog Check  
2 Inspector License.

3 69. The Dynamic OBD Data and Dynamic Data Charts for the 2004 Yukon showed that  
4 between time stamp 370 and 20507 engine speed was steady at approximately 650 RPM. During  
5 that time the throttle was fixed at 14.5-percent opening, MAF was fixed at 5.37 gps, MAP was  
6 fixed at 34 kPa, and the ignition timing advance for #1 cylinder was fixed at 16.5 degrees BTDC.  
7 After time stamp 20507 the engine speed accelerated to approximately 1950 RPM. From the time  
8 the engine RPM increased off idle to the higher RPMs, the throttle was fixed at the same 14.5-  
9 percent opening, MAF was fixed at the same 5.37 gps, MAP was fixed at the same 34 kPa, and  
10 the ignition timing advance for #1 cylinder also remained fixed at the same 16.5 degrees BTDC.

11 70. During the entire period the dynamic data was collected, the only parameter that  
12 changed was engine RPM. The throttle position, MAF, MAP, and ignition timing advance  
13 readings remained unchanged even though the engine speed was increased. These readings were  
14 not characteristic or expected for normal engine operation. The discrepancies in the OIS Test  
15 Data confirmed that the OIS DAD was not connected to the 2004 Yukon during the certification  
16 process as required, thereby confirming this was a fraudulent inspection by way of clean  
17 plugging.

#### 18 **Previous Failing Test: 2004 Yukon**

19 71. A previous failing test was performed by Respondent Yousif at Compadres Smog on  
20 January 13, 2024. The 2004 Yukon failed the test for incomplete OBDII readiness monitors. The  
21 Dynamic OBDII PID data collected during the test showed the expected change in the throttle,  
22 MAF, MAP, and ignition timing advance parameters as characteristic or expected for normal  
23 engine operation.

#### 24 **Fraudulent Inspection Number Eight – 2005 Chevrolet Silverado**

25 72. OIS Test Data for Compadres Smog indicated that on January 14, 2024, a 2005  
26 Chevrolet Silverado C1500, CA license DP782SY, VIN 2GCEC13T151222096 (2005 Silverado),  
27 was tested and issued smog check certificate # TQ818371C under Respondent Yousif's Smog  
28 Check Inspector License.



73. The Dynamic OBD Data and Dynamic Data Charts for the 2005 Silverado showed that between time stamp 331 and 17585 engine speed was steady at approximately 550 RPM. During that time the throttle was fixed at 19.2-percent opening, MAF was fixed at 5.97 g/s, MAP was fixed at 37 kPa, and the ignition timing advance for #1 cylinder was fixed at 19 degrees BTDC. After time stamp 17585 the engine speed accelerated to approximately 1800 RPM. From the time the engine RPM increases off idle to the higher RPMs, the throttle is fixed at the same 19.2-percent opening, MAF was fixed at the same 5.97 g/s, MAP was fixed at the same 37 kPa, and the ignition timing advance for #1 cylinder also remained fixed at the same 19 degrees BTDC.

74. During the entire period the dynamic data was collected, the only parameter that changed was engine RPM. The throttle position, MAF, MAP, and ignition timing advance readings remained unchanged even though the engine speed had increased. These readings were not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data confirmed that the OIS DAD was not connected to the 2005 Silverado during the certification process as required, thereby confirming this was a fraudulent inspection by way of clean plugging.

#### **Previous Failing Tests: 2005 Silverado**

75. According to Bureau records, the 2005 Silverado had previously failed two tests.

76. The most recent previous failing test was performed by Respondent Yousif at Compadres Smog on January 11, 2024. The 2005 Silverado failed the test for incomplete OBDII readiness monitors. The vehicle also had a pending OBDII DTC P0480. The Dynamic OBDII PID data collected during the test showed the expected change in the throttle, MAF, and ignition timing advance parameters that were characteristic or expected for normal engine operation.

77. The earlier failing test was performed at another station on January 10, 2024. The 2005 Silverado failed the test for an illuminated MIL and confirmed OBDII DTCs P0420 and P0480. No dynamic OBDII PID data was collected during the January 10 test.

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**Fraudulent Inspection Number Nine – 2000 Honda Prelude**

78. OIS Test Data for Compadres Smog indicated that on January 28, 2024, a 2000 Honda Prelude, CA license 8JYZ314, VIN JHMBB6245YC004074 (2000 Prelude), was tested and issued smog check certificate # TS243611C under Respondent Yousif's Smog Check Inspector License.

79. The Dynamic OBD Data and Dynamic Data Charts for the 2000 Prelude showed that between time stamp 847 and 18035 engine speed was steady at approximately 550 RPM. During that time the throttle was fixed at 9.8-percent opening, MAP was fixed at 95 kPa, and the ignition timing advance for #1 cylinder was fixed at 0 degrees BTDC. After time stamp 18035 the engine speed accelerated to approximately 2150 RPM. From the time the engine RPM increased off idle to the higher RPMs, the throttle was fixed at the same 9.8-percent opening, MAP was fixed at the same 95 kPa, and the ignition timing advance for #1 cylinder also remained fixed at the same 0 degrees BTDC.

80. During the entire period the dynamic data was collected, the only parameter that changed was engine RPM. The throttle position, MAP, and ignition timing advance readings remained unchanged even though the engine speed had increased. These readings were not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data confirmed that the OIS DAD was not connected to the 2000 Prelude during the certification process, thereby confirming this was a fraudulent inspection by way of clean plugging.

**Previous Failing Tests: 2000 Prelude**

81. According to Bureau records, the 2000 Prelude had previously failed three tests.

82. The most recent previous failing test was performed by Respondent Yousif at Compadres Smog on January 14, 2024. The 2000 Prelude failed the test for incomplete OBDII readiness monitors. The vehicle also had a pending OBDII DTC P0136 and P0401. The Dynamic OBDII PID data collected during the test showed the expected change in the throttle, MAP, and ignition timing advance parameters that were characteristic or expected for normal engine operation.

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83. The earlier failing test was performed at another station earlier in the day on January 14, 2024. The 2000 Prelude failed the test for an incomplete OBDII readiness monitor. No dynamic OBDII PID data was collected during the test.

84. The earliest failing test was performed at another station on December 11, 2023. The 2000 Prelude failed the test for incomplete OBDII readiness monitors. The Dynamic OBDII PID data collected during the test showed the expected change in the throttle, MAP, and ignition timing advance parameters that were characteristic or expected for normal engine operation.

#### **Fraudulent Inspection Number Ten – 2002 Toyota Sienna**

85. OIS Test Data for Compadres Smog indicated that on February 12, 2024, a 2002 Toyota Sienna CE, CA license 4VLN786, VIN 4T3ZF19C92U452360 (2002 Sienna), was tested and issued smog check certificate # TS460097C under Respondent Yousif's Smog Check Inspector License.

86. The Dynamic OBD Data and Dynamic Data Charts for the 2002 Sienna showed between time stamp 841 and 19747 engine speed was steady at approximately 775 RPM. During that time the throttle was fixed at 10.6-percent opening, MAF was fixed at 2.9 gps, and the ignition timing advance for #1 cylinder was fixed at 15.5 degrees BTDC. After time stamp 19747 the engine speed accelerated to approximately 2075 RPM. From the time the engine RPM increased off idle to the higher RPMs, the throttle was fixed at the same 10.6-percent opening, MAF was fixed at the same 2.9 gps, and the ignition timing advance for #1 cylinder also remained fixed at the same 15.5 degrees BTDC.

87. During the entire period the dynamic data was collected, the only parameter that changed was engine RPM. The throttle position, MAF, and ignition timing advance readings remained unchanged even though the engine speed had increased. These readings were not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data confirmed that the OIS DAD was not connected to the 2002 Sienna during the certification process as required, thereby confirming this was a fraudulent inspection by way of clean plugging.

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**Previous Failing Tests: 2002 Sienna**

88. According to Bureau records, the 2002 Sienna had previously failed two tests.

89. The most recent previous failing test was performed by Respondent Yousif at Compadres Smog earlier in the day on February 12, 2024. The 2002 Sienna failed the test for incomplete OBDII readiness monitors. The Dynamic OBDII PID data collected during the test shows the expected change in the throttle, MAF, and ignition timing advance parameters were characteristic or expected for normal engine operation.

90. The earlier failing test was performed at another station on January 13, 2024. The 2002 Sienna failed the test for incomplete OBDII readiness monitors. No dynamic OBDII PID data was collected during the January 13 test.

**Respondent Lopez**

**FIRST CAUSE FOR DISCIPLINE**

**(Untrue or Misleading Statements)**

91. Respondent Lopez's Automotive Repair Dealer Registration is subject to disciplinary action pursuant to Code section 9884.7, subdivision (a)(1), in that he made statements which were known to be untrue or misleading or, which by exercise of reasonable care should have been known to be untrue or misleading, by issuing electronic smog certificates of compliance for the ten vehicles set forth in paragraphs 42-46; 48-50; 52-54; 56-58; 60-62; 64-66; 68-76; 78-82; and 85-89, above, certifying that those vehicles were in compliance with applicable laws and regulations when, in fact, those vehicles had not been so inspected. Complainant refers to, and by this reference incorporates, the allegations contained in paragraphs 41 through 90, above, as though set forth fully herein.

**SECOND CAUSE FOR DISCIPLINE**

**(Fraud)**

92. Respondent Lopez's Automotive Repair Dealer Registration is subject to disciplinary action pursuant to Code section 9884.7, subdivision (a)(4), in that he committed acts that constitute fraud by issuing electronic certificates of compliance to the ten vehicles set forth in paragraphs 42-46; 48-50; 52-54; 56-58; 60-62; 64-66; 68-76; 78-82; and 85-89, above, without

1 performing bone fide inspections of the emission control devices and systems on those vehicles,  
2 thereby depriving the People of the State of California of the protection afforded by the Motor  
3 Vehicle Inspection Program. Complainant refers to, and by this reference incorporates, the  
4 allegations contained in paragraphs 41 through 90, above, as though set forth fully herein

5 **THIRD CAUSE FOR DISCIPLINE**

6 **(Material Violation of the Automotive Repair Act)**

7 93. Respondent Lopez's Automotive Repair Dealer Registration is subject to disciplinary  
8 action pursuant to Code section 9884.7, subdivision (a)(6), in that he failed in a material respect  
9 to comply with the provisions of this chapter or regulations adopted pursuant to it when he issued  
10 electronic certificates of compliance for the ten vehicles set forth in paragraphs 42-46; 48-50; 52-  
11 54; 56-58; 60-62; 64-66; 68-76; 78-82; and 85-89, above, without performing bona fide  
12 inspections of the emission control devices and systems on those vehicles, thereby depriving the  
13 People of the State of California of the protection afforded by the Motor Vehicle Inspection  
14 Program. Complainant refers to, and by this reference incorporates, the allegations contained in  
15 paragraphs 41 through 90, above, as though set forth fully herein.

16 **FOURTH CAUSE FOR DISCIPLINE**

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

18 94. Respondent Lopez's Smog Check Test Only Station License is subject to disciplinary  
19 action pursuant to Health and Safety Code section 44072.2, subdivision (a), in that he failed to  
20 comply with the following sections of that Code:

21 a. **Section 44012:** Respondent failed to ensure that the emission control tests  
22 were performed on the ten vehicles identified in paragraphs 42-46; 48-50; 52-54; 56-58; 60-62;  
23 64-66; 68-76; 78-82; and 85-89, above, in accordance with procedures prescribed by the  
24 department.

25 b. **Section 44015, subdivision (b):** Respondent issued electronic smog  
26 certificates of compliance to the ten vehicles identified in paragraphs 42-46; 48-50; 52-54; 56-58;  
27 60-62; 64-66; 68-76; 78-82; and 85-89, above, without properly testing and inspecting those  
28 vehicles to determine if they were in compliance with Health and Safety Code section 44012.

1 Complainant refers to, and by this reference incorporates, the allegations contained in  
2 paragraphs 41 through 90, above, as though set forth fully herein.

3 **FIFTH CAUSE FOR DISCIPLINE**

4 **(Failure to Comply with Regulations Pursuant to Motor Vehicle Inspection Program)**

5 95. Respondent Lopez's Smog Check Test Only Station License is subject to disciplinary  
6 action pursuant to Health and Safety Code section 44072.2, subdivision (c), in that he failed to  
7 comply with provisions of California Code of Regulations, title 16, as follows:

8 a. **Section 3340.24, subdivision (c):** Respondent falsely or fraudulently issued  
9 electronic smog certificates of compliance for the ten vehicles identified in paragraphs 42-46; 48-  
10 50; 52-54; 56-58; 60-62; 64-66; 68-76; 78-82; and 85-89, above.

11 b. **Section 3340.30, subdivision (a):** Respondent failed to inspect and test the ten  
12 vehicles identified in paragraphs 42-46; 48-50; 52-54; 56-58; 60-62; 64-66; 68-76; 78-82; and 85-  
13 89, above, in accordance with Health and Safety Code sections 44012 and 44035, and California  
14 Code of Regulations, title 16, section 3340.42.

15 c. **Section 3340.35, subdivision (c):** Respondent issued electronic smog  
16 certificates of compliance for the ten vehicles identified in paragraphs 42-46; 48-50; 52-54; 56-  
17 58; 60-62; 64-66; 68-76; 78-82; and 85-89, above, even though those vehicles had not been  
18 inspected in accordance with section 3340.42.

19 d. **Section 3340.42:** Respondent failed to ensure that the smog inspections  
20 conducted on the ten vehicles identified in paragraphs 42-46; 48-50; 52-54; 56-58; 60-62; 64-66;  
21 68-76; 78-82; and 85-89, above, were done in accordance with the Bureau's specifications.

22 Complainant refers to, and by this reference incorporates, the allegations contained in  
23 paragraphs 41 through 90, above, as though set forth fully herein.

24 **SIXTH CAUSE FOR DISCIPLINE**

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

26 96. Respondent Lopez's Smog Check Test Only Station License is subject to disciplinary  
27 action pursuant to Health and Safety Code section 44072.2, subdivision (d), in conjunction with  
28 Health and Safety Code section 44072.10, subdivision (c), in that he committed dishonest,

1 fraudulent, or deceitful acts whereby another was injured by issuing electronic smog certificates  
2 of compliance for the ten vehicles described in paragraphs 42-46; 48-50; 52-54; 56-58; 60-62; 64-  
3 66; 68-76; 78-82; and 85-89, above, without performing bona fide inspections of the emission  
4 control devices and systems on those vehicles, thereby depriving the People of the State of  
5 California of the protection afforded by the Motor Vehicle Inspection Program. Complainant  
6 refers to, and by this reference incorporates, the allegations contained in paragraphs 41 through  
7 90, above, as though set forth fully herein.

8 **Respondent Yousif**

9 **SEVENTH CAUSE FOR DISCIPLINE**

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

11 97. Respondent Yousif's Smog Check Inspector License is subject to disciplinary action  
12 pursuant to Health and Safety Code section 44072.2, subdivision (a), in that he failed to comply  
13 with the following sections of that code:

14 a. **Section 44032:** Respondent failed to perform tests of emission control devices  
15 and systems of the ten vehicles identified in paragraphs 42-46; 48-50; 52-54; 56-58; 60-62; 64-  
16 66; 68-76; 78-82; and 85-89, above, in accordance with Health and Safety Code section 44012.

17 b. **Section 44015, subdivision (b):** Respondent caused electronic smog  
18 certificates of compliance to be issued for the ten vehicles identified in paragraphs 42-46; 48-50;  
19 52-54; 56-58; 60-62; 64-66; 68-76; 78-82; and 85-89, above, without ensuring that they were  
20 properly tested and inspected to determine if they were in compliance with Health and Safety  
21 Code section 44012.

22 Complainant refers to, and by this reference incorporates, the allegations contained in  
23 paragraphs 41 through 90, above, as though set forth fully herein.

24 **EIGHTH CAUSE FOR DISCIPLINE**

25 **(Failure to Comply with Regulations Pursuant to Motor Vehicle Inspection Program )**

26 98. Respondent Yousif's Smog Check Inspector License is subject to disciplinary action  
27 pursuant to Health and Safety Code section 44072.2, subdivision (c), in that he failed to comply  
28 with provisions of California Code of Regulations, title 16, as follows:

1           a.     **Section 3340.24, subdivision (c):** Respondent falsely or fraudulently issued  
2 electronic smog certificates of compliance for the ten vehicles identified in paragraphs 42-46; 48-  
3 50; 52-54; 56-58; 60-62; 64-66; 68-76; 78-82; and 85-89, above.

4           b.     **Section 3340.30, subdivision (a):** Respondent failed to inspect and test the ten  
5 vehicles identified in paragraphs 42-46; 48-50; 52-54; 56-58; 60-62; 64-66; 68-76; 78-82; and 85-  
6 89, above, in accordance with Health and Safety Code sections 44012 and 44035, and California  
7 Code of Regulations, title 16, section 3340.42.

8           c.     **Section 3340.41, subdivision (c):** Respondent knowingly entered false  
9 information into the emissions inspection system for the ten vehicles identified in paragraphs 42-  
10 46; 48-50; 52-54; 56-58; 60-62; 64-66; 68-76; 78-82; and 85-89, above.

11           d.     **Section 3340.42:** Respondent failed to ensure that the smog inspections  
12 conducted on the ten vehicles identified in paragraphs 42-46; 48-50; 52-54; 56-58; 60-62; 64-66;  
13 68-76; 78-82; and 85-89, above, were done in accordance with the Bureau's specifications.

14           Complainant refers to, and by this reference incorporates, the allegations contained in  
15 paragraphs 41 through 90, above, as though set forth fully herein.

#### 16                                   **NINTH CAUSE FOR DISCIPLINE**

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

18           99.   Respondent Yousif's Smog Check Inspector License is subject to disciplinary action  
19 pursuant to Health and Safety Code section 44072.2, subdivision (d), in conjunction with Health  
20 and Safety Code section 44072.10, subdivision (c), in that he committed dishonest, fraudulent, or  
21 deceitful acts whereby another was injured by issuing electronic smog certificates of compliance  
22 for the ten vehicles identified in paragraphs 42-46; 48-50; 52-54; 56-58; 60-62; 64-66; 68-76; 78-  
23 82; and 85-89, above, without performing bona fide inspections of the emission control devices  
24 and systems on those vehicles, thereby depriving the People of the State of California of the  
25 protection afforded by the Motor Vehicle Inspection Program. Complainant refers to, and by this  
26 reference incorporates, the allegations contained in paragraphs 41 through 90, above, as though  
27 set forth fully herein.

28     ///



1 **OTHER MATTERS**

2 100. Pursuant to Code section 9884.7, subdivision (c), the Director may suspend, revoke,  
3 or place on probation the registration for all places of business operated in this state by  
4 Respondent Lopez, upon a finding that he has, or is, engaged in a course of repeated and willful  
5 violations of the laws and regulations pertaining to an automotive repair dealer.

6 101. Pursuant to Health and Safety Code section 44072.8, if Smog Check Test Only  
7 Station License Number TC 285096, issued to Respondent Lopez, is revoked or suspended, any  
8 additional license issued under Chapter 5 of Part 5 of Division 26 of the Health and Safety Code  
9 in the name of said licensee may be likewise revoked or suspended by the director.

10 102. Pursuant to Health and Safety Code section 44072.8, if Smog Check Inspector  
11 License Number EO 632145, issued to Respondent Yousif, is revoked or suspended, any  
12 additional license issued under Chapter 5 of Part 5 of Division 26 of the Health and Safety Code  
13 in the name of said licensee may be likewise revoked or suspended by the director.

14 **DISCIPLINE CONSIDERATIONS**

15 103. To determine the degree of discipline, if any, to be imposed on Respondent Yousif,  
16 Complainant alleges that effective July 20, 2018, under default decision and order 79/16-53, the  
17 Bureau revoked Respondent Yousif's Smog Check Inspector and Smog Check Repair Licenses.  
18 In or about 2022, Respondent Yousif reapplied for the Smog Check Inspector License, and the  
19 Bureau granted his application, and issued the license.

20 **PRAYER**

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

24 1. Revoking or suspending Automotive Repair Dealer Registration Number ARD  
25 285096, issued to Martin Gonzalez Lopez, doing business as Compadres Smog;

26 2. Revoking or suspending any other Automotive Repair Dealer Registration issued to  
27 Martin Gonzalez Lopez;

28 ///

3. Revoking or suspending Smog Check Test Only Station License Number TC 285096,  
issued to Martin Gonzalez Lopez, doing business as Compadres Smog;

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

5. Revoking or suspending Smog Check Inspector License Number EO 632145, issued to Mark Yousif;

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

7. Ordering Martin Gonzalez Lopez and Mark Yousif to pay the Bureau of Automotive Repair the reasonable costs of the investigation and enforcement of this case, pursuant to Business and Professions Code section 125.3 and if placed on probation, the costs of probation monitoring; and,

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

DATED: As of digital signature date

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

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