

**BEFORE THE DIRECTOR OF THE
DEPARTMENT OF CONSUMER AFFAIRS
BUREAU OF AUTOMOTIVE REPAIR
STATE OF CALIFORNIA**

In the Matter of the Accusation Against:

KEVIN GEOVANY SANDOVAL dba CHEVY BOYS SMOG CHECK

8220 Foothill Blvd, Unit #5

Sunland, CA 91040

Automotive Repair Dealer Registration No. ARD 297756

Smog Check Test Only Station License No. TC 297756

and

KEVIN GEOVANY SANDOVAL

12020 Vanowen St., Apt. 12

North Hollywood, CA 91605

Smog Check Inspector License No. EO 642853

Respondents.

Case No. 79/21-10764

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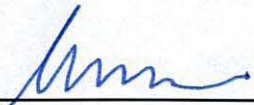
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DECISION

The attached Proposed Decision of the Administrative Law Judge is hereby accepted and adopted by the Director of the Department of Consumer Affairs as the Decision in the above-entitled matter.

This Decision shall be effective on October 20, 2022.

IT IS SO ORDERED this 12 day of Sept., 2022.



GRACE ARUPO RODRIGUEZ
Assistant Deputy Director
Legal Affairs Division
Department of Consumer Affairs

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In the Matter of the Accusation Against:

KEVIN GEOVANY SANDOVAL DBA CHEVY BOYS

SMOG CHECK

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Smog Check, Test Only Station License No. TC 297756

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KEVIN GEOVANY SANDOVAL

Smog Check Inspector License No. EO 642853,

Respondents.

Agency Case No. 79/21-10764

OAH No. 2022020334

PROPOSED DECISION

This matter was heard by Eric Sawyer, Administrative Law Judge (ALJ), Office of Administrative Hearings, State of California, on July 6, 2022, by videoconference. The record closed and the matter was submitted for decision when the hearing ended.

Melissa Tyner, Deputy Attorney General, represented complainant.

William D. Ferreira, Attorney, represented respondents.

SUMMARY

Complainant seeks to discipline respondents' licenses based on allegations they performed at least 17 smog check inspections using the illegal "clean tanking" method. However, complainant presented computer-generated data and statistical analysis without any corroborating evidence, either direct or circumstantial, which was credibly refuted by respondent Sandoval. Therefore, complainant failed to establish the allegations by a preponderance of the evidence, and the Accusation is dismissed.

FACTUAL FINDINGS

Parties and Jurisdiction

1. Complainant is Patrick Dorais, Chief of the Bureau of Automotive Repair (Bureau), Department of Consumer Affairs (Department). (Ex. 1, p. A2.)
2. On August 6, 2020, the Bureau issued Automotive Repair Dealer Registration Number ARD 297756 (Registration) to Kevin Geovany Sandoval dba Chevy

Boys Smog Check (respondent Chevy Boys). The Registration was in full force and effect at all times relevant and will expire on August 31, 2022, unless renewed. (Ex. 2.)

3. On March 3, 2021, the Bureau issued Smog Check, Test Only Station License Number TC 297756 (Station License) to respondent Chevy Boys. The Station License was in full force and effect at all times relevant and will expire on August 31, 2022, unless renewed. (Ex. 2.)

4. On April 14, 2021, respondent Chevy Boys was certified as a STAR Station (STAR Certification). The STAR Certification will remain unless the Registration and/or Station License is/are revoked, canceled, become delinquent, or the STAR Certification is invalidated. (Ex. 2.)

5. On January 19, 2021, the Bureau issued Smog Check Inspector License Number EO 642853 (Inspector License) to Kevin Geovany Sandoval (respondent Sandoval). The Inspector License was in full force and effect at all times relevant and will expire on November 30, 2022, unless renewed. (Ex. 2.)

6. On or about December 20, 2021, complainant filed the Accusation against respondents, alleging they had fraudulently passed at least 17 vehicles during smog checks by an illegal method, clean tanking, as described in more detail below. Respondents timely filed a Notice of Defense, which contained a request for a hearing to challenge the allegations of the Accusation.

Respondents' Relevant Background Information

7. Respondent Sandoval is the sole owner and operator of respondent Chevy Boys, which has conducted smog checks since March 2021. Respondent Sandoval is the only smog check inspector there. (Testimony [Test.] of Sandoval; Ex. 5.)

8. Respondents are open for business Monday through Saturday. Respondents average 10 smog checks per day, 50 per week, and approximately 250 per month. (Test. of Sandoval.)

9. Respondents have no record of prior discipline with the Bureau in the short period of time they have been licensed. (Ex. 2.)

Smog Check Procedures

SMOG CHECK PROGRAM

10. California's Smog Check Program requires the owners of most motor vehicles to subject their vehicles to, and pass, a smog check inspection, and receive a certificate of compliance, every two years when renewing their registration, as well as when a vehicle's title is transferred. (Ex. 4.)

11. The smog checks are performed by smog check inspectors at smog check stations, both of which are licensed by the Bureau. The Smog Check Program is designed and intended to reduce air pollution by identifying and requiring the repair of polluting motor vehicles.

THE BAR-97 SMOG CHECK INSPECTION

12. The smog check inspection in certain enhanced areas of the State is an Acceleration Simulation Mode (ASM) test performed using an Emission Inspection System (EIS), also known as the BAR-97. This is a computer-based analyzer that measures five different types of gas known to cause air pollution. (Ex. 4.)

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13. Vehicles subjected to the BAR-97, usually pre-dating 2000 and without sophisticated on-board computer equipment, are given a test of their tailpipe gas emissions using a dynamometer (tailpipe test). (Test. of Cameron Loessberg, Jr.; Ex. 4.)

14. Vehicles subjected to the BAR-97 also are given a visual inspection, which verifies that required emission control devices are present and properly connected. (Test. of Loessberg; Ex. 4; Ex. 12, p. A90.)

15. Vehicles subjected to the BAR-97 also are given various functional tests, depending on the vehicle. One example is the low-pressure fuel evaporative test (LPFET), which is a required functional test for most 1976 through 1995 model-year vehicles. This test determines if there is a leak of gas vapors in the fuel line. (Test. of Loessberg; Ex. 4; Ex. 12, p. A90.)

16. The smog check inspector enters the results of the visual inspection and functional tests into the EIS unit, which determines whether the vehicle passes the smog check inspection based on the results of the tailpipe test, and entries made by the inspector for the visual inspection and functional tests performed. The EIS is connected through the internet to the Bureau's Vehicle Information Database (VID). If the vehicle passes the visual inspection, functional tests, and tailpipe test, it passes the overall smog check inspection, and a certificate of compliance is issued and transmitted electronically to the VID. (Ex. 4.)

17. All data gathered during a smog check, regardless of the type of inspection, is transmitted to and retained in the VID. The VID contains all the data from all smog check inspections conducted statewide. (Ex. 4.)

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CLEAN TANKING

18. The Bureau has become aware of methods some smog check stations and smog check inspectors use to fraudulently issue certificates of compliance to vehicles that may not or will not pass a smog check inspection on their own. (Test. of Loessberg, Francis J. Di Genova; Exs. 4, 12.)

19. One such illegal method is "clean tanking," which is done to subvert the LPFET functional test. This test introduces inert nitrogen gas into the vehicle's fuel line. The nitrogen gas is introduced through a specialized adapter attached to the vehicle's fuel fill neck, which is where the gas cap goes. If the system is properly sealed, the LPFET equipment will reach a predetermined pressure and then hold that pressure for a specified period of time, as confirmed by the LPFET monitor. (Test. of Loessberg, Di Genova; Exs. 4, 12.)

20. The LPFET equipment measures the calculated "headspace volume" of a fuel tank, based upon the volume of nitrogen gas needed to achieve the predetermined pressure. The headspace volume is the volume of the vapor space in the fuel tank above the fuel level. For example, a vehicle with a half tank of fuel will have a larger headspace volume than a vehicle with a full tank of fuel. The data from the LPFET functional test is transmitted to the VID. (Test. of Loessberg, Di Genova; Exs. 4, 12.)

21. However, the LPFET equipment must pass a calibration test every three days to verify the ability to properly measure the volume of nitrogen introduced into a fuel line and the pressure readings. To perform the calibration test, the LPFET equipment introduces nitrogen gas into a rigid steel calibration tank attached to the equipment. The LPFET calibration tank volume is 2.0 gallons. The calibration test is

successful if the amount of nitrogen gas introduced is within a +/- .5 gallon headspace volume range, or 1.5 to 2.5 gallons. If the reading is outside of 1.5 to 2.5 gallons, the equipment will fail the calibration test, and the LPFET equipment cannot be used to perform the LPFET functional test until it is repaired or the problem otherwise is remedied. (Test. of Loessberg, Di Genova, Sandoval; Exs. 4, 6, 12.)

22. Smog check inspectors utilizing the illegal clean tanking method will perform the LPFET functional test using the LPFET calibration tank instead of the vehicle suspected of failing the LPFET functional test, because they know the calibration tank that has successfully completed calibration will hold introduced nitrogen gas without leaking. However, a tell-tale sign of clean tanking is a LPFET functional test reading in the 1.5-to-2.5-gallon headspace volume range, the same reading generated from a successful calibration test. (Test. of Loessberg, Di Genova; Ex. 4.)

Bureau's Investigation of Respondents

23. Bureau Program Representative II Cameron Loessberg, Jr. reviewed confidential Bureau information and determined an investigation of respondents' smog check activities was warranted. (Test. of Loessberg; Ex. 4.)

24. Therefore, on August 21, 2021, Mr. Loessberg reviewed respondent Chevy Boys's BAR-97 smog check inspections record from the VID. He noticed numerous vehicles that required the LPFET functional test were issued certificates of compliance by respondents during the period of April 28, 2021, through July 31, 2021. A total of 23 vehicles passed the LPFET functional test during this period. All the tests were performed by respondent Sandoval. (Test. of Loessberg; Exs. 4-9.)

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25. Of the 23 vehicles that passed the LPFET functional test, 21 vehicles, or 91.30 percent, had a calculated headspace volume within the 1.5 to 2.5 range that would be measured during a successful LPFET calibration test. Mr. Loessberg became suspicious that respondents had used the clean tanking method to conduct the 21 LPFET functional tests in question. (Test. of Loessberg; Exs. 4-9.)

26. The statewide comparative LPFET functional test results during the same time period showed that out of 109,717 passing inspections, 16.04 percent reported a headspace volume in the same 1.5 to 2.5 range. Mr. Loessberg decided to give respondents the benefit of the doubt by adjusting their suspicious 21 LPFET functional tests by this 16.04 percent statewide average, resulting in a reduction of the number of suspicious smog check inspections from 21 to 17 vehicles. (Test. of Loessberg; Ex. 4, pp. A43-44, Exs. 5-9.)

27. Mr. Loessberg used the statewide data from the VID to group the successful LPFET functional tests during this time period into categories of headspace volume per gallon, beginning with a category of 0 to 1.4 gallons, a category of 1.5 to 2.5 gallons, and thereafter in increments of 1.0 gallon, to a maximum category of 40.1 gallons or more. A graph of this grouping showed a relatively even distribution among the categories, ranging from a low of about .2 percent to a high of about 4.0 percent, approximating what is known as a bell curve. The lone exception was the category of 1.5 to 2.5 gallons, which contained the above-described 16.04 percent of the statewide tests.

28. Mr. Loessberg realized 91.30 percent of respondents' successful LPFET tests were in the 1.5-to-2.5-gallon range, which result one would obtain if testing an empty LPFET calibration test tank. Mr. Loessberg also realized respondents' 91.30 percent test rate in the 1.5-to-2.5-gallon range greatly exceeded the statewide average

of 16.04 percent for that category. Mr. Loessberg concluded this data demonstrated respondents had been clean tanking during the period in question, and that the 17 suspicious LPFET functional tests in the range of 1.5 to 2.5 gallons were the result of respondents using the clean tanking method. (Test. of Loessberg; Exs. 4, 9, 10.)

Bureau's Expert Witness

29. Francis Di Genova is employed as an Air Quality Engineer II in the Bureau's Program Evaluation and Referee Unit. Mr. Di Genova holds a Bachelor of Science degree in Physics and a Master of Science degree in Environmental Science. His studies included classes in statistics and statistical analysis, and he has continued to study statistics and related subjects through continuing education classes. (Test. of Di Genova; Ex. 12.)

30. Mr. Di Genova has been working in the air quality and automotive emissions field for more than 45 years. Before working for the Bureau, Mr. Di Genova spent 24 years as a partner and the laboratory director of an air pollution consulting firm. There, Mr. Di Genova designed and conducted emission tests and analyzed their results for clients which included the United States Environmental Protection Agency, the California Air Resources Board (CARB), and the Bureau, as well as other states' air quality regulatory agencies. (Test. of Di Genova; Ex. 12.)

31. Prior to his air pollution consulting, Mr. Di Genova worked for CARB for 13 years. There, he served as a supervising air pollution specialist in the agency's research division and later, as chief of its research and economic studies branch. Mr. Di Genova's work at CARB involved studies of emission control and atmospheric studies, among other aspects of air pollution regulation and study. (Test. of Di Genova; Ex. 12.)

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32. Mr. Di Genova also is active in professional associations involved with the study and regulation of emission control and air pollution. (Test. of Di Genova; Ex. 12.)

33. Pertinent to this case, Mr. Di Genova analyzed the data which Mr. Loessberg retrieved from the VID concerning respondents. During his testimony at the hearing, as supplemented and further explained by his affidavit, Mr. Di Genova explained his analytical process and findings. Mr. Di Genova used the Binomial Probability Distribution theory, and general calculations regarding probability, in forming his opinions. (Test. of Di Genova; Ex. 12.)

34. Mr. Di Genova calculated that, for a sample size of 23 successful LPFET functional tests, the likelihood of more than 17 tests falling in the range of 1.5 to 2.5 gallons was approximately one in one billion; and the likelihood of more than 19 tests falling in that range was approximately one in one trillion. In addition, Mr. Di Genova realized that during the period in question, respondents had 16 consecutive LPFET functional tests falling in the range of 1.5 to 2.5 gallons. Even after conservatively estimating the number of random variables involved, including the amount of fuel in a vehicle being tested, Mr. Di Genova calculated the likelihood of respondents obtaining 16 consecutive LPFET functional tests in the range of 1.5 to 2.5 gallons was approximately one in five trillion. (Test. of Di Genova; Ex. 12.)

35. Based on those odds, Mr. Di Genova concluded respondents' LPFET functional testing during the period in question could not have happened unless respondent Sandoval was clean tanking. (Test. of Di Genova; Ex. 12.)

Respondents' Evidence

36. Respondent Sandoval in his testimony denied ever having demanded or accepted extra money to cheat on a smog check inspection. He testified that on the

rare occasion he has been offered a bribe to cheat on a smog check inspection, he has refused, without question. (Test. of Sandoval.)

37. Respondent Sandoval denied ever clean tanking any vehicle during a smog check inspection. (Test. of Sandoval.)

38. Mr. Loessberg recently conducted a surprise inspection of respondents' facility. The inspection was uneventful, other than Mr. Loessberg telling respondent Sandoval he should replace his tailpipe test probe. (Test. of Sandoval.)

39. On cross-examination, Mr. Loessberg admitted he had no direct evidence respondents were involved in clean tanking or that they had been offered a bribe to do so for any of the 21 vehicles in question.

Credibility Findings and Overall Conclusions

40. Mr. Loessberg was a credible witness. His method of data gathering was solid, his analysis of the results was credible, and his testimony was sound.

41. Mr. Di Genova was a credible witness. He has the requisite qualifications to undertake the statistical calculations in question, and nothing in the record suggests he made any mistakes in his methodology or calculations. His testimony was sound and believable.

42. Respondent Sandoval was a credible witness. He denied under oath ever engaging in clean tanking. Respondents' lack of prior discipline, and the Bureau's empty-handed recent inspection of their facility, tend to corroborate respondent Sandoval's denial that he clean-tanked any of the vehicles in question.

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43. The ALJ is guided in this analysis by appellate authority indicating caution is warranted when considering statistical or computer-generated evidence, such as that presented in this case concerning the likelihood that the data respondents transmitted to the Bureau was the result of clean tanking. For example, it has been observed that, “[m]athematics, a veritable sorcerer in our computerized society, while assisting the trier of fact in the search for truth, must not cast a spell over him. [A] defendant should not have had his guilt determined by the odds.” (*People v. Collins* (1968) 68 Cal.2d 319, 320.) In another case, a court refused to find intentional billing fraud based solely on statistical evidence without any eyewitness testimony, observing “the seductively superficial statistical evidence” could unfairly tip the balance in the prosecution’s favor “despite the absence of any indication of fraudulent intent.” (*People v. Louie* (1984) 158 Cal.App.3d Supp. 28, 49.)

44. Based on the above, the ALJ finds the parties’ evidence is equally credible. While complainant’s computer data and statistical analysis raise appropriate suspicion that respondents have engaged in clean tanking, complainant presented no eyewitness evidence, or even other circumstantial evidence, tending to corroborate the data. On the other hand, while respondent Sandoval offered a credible denial that he has ever engaged in clean tanking, the data and statistical analysis are certainly not in his favor. Thus, this case presents the rare situation where neither side’s evidence is more persuasive than the other. Since complainant bears the burden of proof, but has failed to present more persuasive evidence than respondents, it cannot be found that respondent Sandoval engaged in clean tanking.

Costs

45. Complainant requests reimbursement of the costs of investigation in the amount of \$1,150.10 and costs of enforcement in the amount of \$7,853.75, for a total

of \$9,003.85. This amount consists of costs incurred by one Bureau investigator, Mr. Loessberg, and legal fees of the Office of the Attorney General for which the Bureau has been, or will be, billed. (Ex. 3.) The costs are reasonable, given the complexity of this case.

LEGAL CONCLUSIONS

Burden and Standard of Proof

1. The burden of proof in a licensing disciplinary action is on the party making the charges in an accusation. (*Hughes v. Board of Architectural Examiners* (1998) 17 Cal.4th 763, 789 fn. 9.)

2. Because this administrative action does not involve discipline of a professional license, the standard of proof is the preponderance of the evidence. (*Imports Performance v. Department of Consumer Affairs, Bureau of Automotive Repair* (2011) 201 Cal.App.4th 911, 916–918.) A preponderance of the evidence means evidence that has more convincing force than that opposed to it. (*People ex rel. Brown v. Tri-Union Seafoods, LLC* (2009) 171 Cal.App.4th 1549, 1567.)

Jurisdiction

3. Business and Professions Code section 9884.7, subdivision (a), a provision of the Automotive Repair Act (Chapter 20.3 of the Bus. & Prof. Code) provides that the Director of the Department (Director) may discipline an Automotive Repair Dealer Registration for specified misconduct, where the registrant cannot show there was a bona fide error. Hereinafter, any undesignated statutory reference is to the Business and Professions Code.

4. 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. Included in those powers is the authority to discipline a Smog Check, Station License and Smog Check Inspector License.

Cause for Discipline Against Respondent Chevy Boys

5. Pursuant to section 9884.7, subdivision (a)(1), an Automotive Repair Dealer Registration is subject to discipline for "[m]aking 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."

6. Cause does not exist to discipline respondent Chevy Boys's Registration under section 9884.7, subdivision (a)(1), because it was not established by a preponderance of the evidence that respondent Chevy Boys engaged in clean tanking or otherwise transmitted certificates of compliance that were untrue or misleading. (Factual Findings 1-44.)

7. Section 9884.7, subdivision (a)(4), subjects an Automotive Repair Dealer Registration to discipline for "[a]ny other conduct that constitutes fraud."

8. Cause does not exist to discipline respondent Chevy Boys's Registration pursuant to section 9884.7, subdivision (a)(4), because it was not established by a preponderance of the evidence that respondent Sandoval committed acts of fraud by engaging in clean tanking. (Factual Findings 1-44.)

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9. Pursuant to section 9884.7, subdivision (a)(6), an Automotive Repair Dealer Registration is subject to discipline for "[f]ailure in any material respect to comply with the provisions of this chapter [Chapter 20.3 of the Automotive Repair Act] or regulations adopted pursuant to it."

10. Cause does not exist to discipline respondent Chevy Boys's Registration pursuant to section 9884.7, subdivision (a)(6), because it was not established by a preponderance of the evidence that respondent Sandoval engaged in clean tanking, in contravention of the Automotive Repair Act and the regulations adopted pursuant to it. (Factual Findings 1-44.)

11. Pursuant to Health and Safety Code section 44072.2, subdivision (a), a Smog Check, Station Licensee is subject to discipline if it "[v]iolates any section of this chapter [Chapter 5 of the Motor Vehicle Inspection Program] . . . , which related to the licensed activities."

12. Cause does not exist to discipline respondent Chevy Boys's Station License under Health and Safety Code section 44072.2, subdivision (a), because it was not established by a preponderance of the evidence that it violated the Motor Vehicle Inspection Program. (Factual Findings 1-44.)

13. Pursuant to Health and Safety Code section 44072.2, subdivision (c), a Smog Check, Station Licensee is subject to disciplinary action for failing to comply with the provisions of regulations adopted under Chapter 5 of the Motor Vehicle Inspection Program, located at title 16 of the California Code of Regulations (Regulation).

14. Cause does not exist to discipline respondent Chevy Boys's Station License under Health and Safety Code section 44072.2, subdivision (c), because it was not established by a preponderance of the evidence that it failed to comply with

regulations adopted under the Motor Vehicle Inspection Program. (Factual Findings 1-44.)

15. Pursuant to Health and Safety Code section 44072.2, subdivision (d), a Smog Check, Station Licensee is subject to disciplinary action when it "commits any act involving dishonesty, fraud, or deceit whereby another is injured."

16. Cause does not exist to discipline respondent Chevy Boys's Station License under Health and Safety Code section 44072.2, subdivision (d), because it was not established by a preponderance of the evidence that it committed acts involving dishonesty, fraud, or deceit whereby another was injured. (Factual Findings 1-44.)

Cause for Discipline Against Respondent Sandoval

17. Pursuant to Health and Safety Code section 44072.2, subdivision (a), a Smog Check Inspector Licensee is subject to disciplinary action for violating any section of Chapter 5 of the Motor Vehicle Inspection Program related to the licensed activities.

18. Cause does not exist to discipline respondent Sandoval's Inspector License under Health and Safety Code section 44072.2, subdivision (a), because it was not established by a preponderance of the evidence that respondent Sandoval engaged in clean tanking, or otherwise violated any section of the Motor Vehicle Inspection Program. (Factual Findings 1-44.)

19. Pursuant to Health and Safety Code section 44072.2, subdivision (c), a Smog Check Inspector Licensee is subject to disciplinary action for failing to comply with the provisions of regulations adopted under Chapter 5 of the Motor Vehicle Inspection Program.

20. Cause does not exist to discipline respondent Sandoval's Inspector License under Health and Safety Code section 44072.2, subdivision (c), because it was not established by a preponderance of the evidence that respondent Sandoval engaged in clean tanking or otherwise failed to comply with any regulation adopted under the Motor Vehicle Inspection Program. (Factual Findings 1-44.)

21. Pursuant to Health and Safety Code section 44072.2, subdivision (d), a Smog Check Inspector Licensee is subject to disciplinary action when he "commits any act involving dishonesty, fraud, or deceit whereby another is injured."

22. Cause does not exist to discipline respondent Sandoval's Inspector License under Health and Safety Code section 44072.2, subdivision (d), because it was not established by a preponderance of the evidence that respondent Sandoval committed acts involving dishonesty, fraud, or deceit whereby another was injured. (Factual Findings 1-44.)

Disposition

DISCIPLINE

23. Having found no cause for discipline against either respondent, dismissal of the Accusation is warranted. (Factual Findings 1-44; Legal Conclusions 1-22.)

OTHER CONSIDERATIONS

24. Because neither license is being disciplined, the relief requested under section 9884.7, subdivision (c), or Health and Safety Code section 44072.8, is not available. (Legal Conclusions 1-23.)

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COSTS

25. Section 125.3 provides that a licentiate found to have committed a violation of an applicable licensing act shall pay the reasonable costs of the investigation and enforcement of the case. Here, neither respondent was found to have violated the Automotive Repair Act or the Motor Vehicle Inspection Program. Therefore, the Bureau is not entitled to its costs of investigation or enforcement. (Factual Findings 1-45; Legal Conclusions 1-24.)

ORDER

The Accusation against respondents Kevin Geovany Sandoval, dba Chevy Boys Smog Check, and Kevin Geovany Sandoval, is dismissed.

DATE: **08/05/2022**


Eric C. Sawyer (Aug 5, 2022 08:56 PDT)

ERIC SAWYER

Administrative Law Judge

Office of Administrative Hearings