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BEFORE THE
DEPARTMENT OF CONSUMER AFFAIRS
FOR THE BUREAU OF AUTOMOTIVE REPAIR
STATE OF CALIFORNIA

In the Matter of the Accusation Against**:** **ESTEBAN MORENO–MEMBER/ RESPONSIBLE MANAGING EMPLOYEE** **DBA VALLEY GO TEST ONLY** **13665 Van Nuys Blvd.** **Pacoima, CA 91331** **MAILING ADDRESS** **11675 Vanowen Street** **North Hollywood, CA 91605** **Automotive Repair Dealer Registration No. ARD 311612** **Smog Check, Test-Only, Station License No. TC 311612** **CARLOS BENJAMIN FLORES** **7950 Willis Ave. #3** **Panorama City, CA 91402** **Smog Check Inspector License No. EO 644266** **and** **CARLA ELIZABETH CHACON** **8963 Mercedes Ave.** **Arleta, CA 91331** **Smog Check Inspector License No. EO 643716** Respondents.	Case No. 79/26-16569 **ACCUSATION**

PARTIES

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

Esteban Moreno-Member/Responsible Managing Employee dba Valley Go Test Only

Automotive Repair Dealer Registration

2. On or about February 11, 2025, the Bureau issued Automotive Repair Dealer Registration Number ARD 311612 to Esteban Moreno-Member/Responsible Managing Employee dba Valley Go Test Only ("Respondent Valley Go Test"). The Automotive Repair Dealer Registration was in full force and effect at all times relevant to the charges brought herein and will expire on February 28, 2027, unless renewed.

Smog Check, Test-Only, Station License

3. On or about March 6, 2025, the Bureau issued Smog Check, Test-Only, Station License Number TC 311612 to Respondent Valley Go Test. The Smog Check, Test-Only, Station License was in full force and effect at all times relevant to the charges brought herein and will expire on February 28, 2027, unless renewed.

STAR Station Certification

4. On or about May 27, 2025, the Bureau certified Valley Go Test Only as a STAR Station. The certification will remain active unless ARD 311612 and/or TC 311612 is revoked, canceled, licenses become delinquent, or the certification is suspended.

Carlos Benjamin Flores

Smog Check Inspector License

5. On or about April 7, 2023, the Bureau issued Smog Check Inspector License Number EO 644266 to Carlos Benjamin Flores ("Respondent Flores"). The Smog Check Inspector License was in full force and effect at all times relevant to the charges brought herein and will expire on June 30, 2027, unless renewed.

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Carla Elizabeth Chacon

Smog Check Inspector License

6. On or about June 14, 2022, the Bureau of Automotive Repair issued Smog Check Inspector License Number EO 643716 to Carla Elizabeth Chacon ("Respondent Chacon"). The Smog Check Inspector License was in full force and effect at all times relevant to the charges brought herein and will expire on January 31, 2028, unless renewed.

JURISDICTION

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

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

9. 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.

10. Section 44072.6 of the Health and Safety Code 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

11. Section 9884.7 of the Code states:

> (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.

12. Section 44012 of the Health and Safety Code states:

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

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

13. Section 44015 of the Health and Safety Code states:

. . . .

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

14. Section 44032 of the Health and Safety Code states:

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

15. Section 44059 of the Health and Safety Code states:

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

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

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

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

. . . .

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

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

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

When a license has been revoked or suspended following a hearing under this article, any additional license issued under this chapter in the name of the licensee may be likewise revoked or suspended by the director.

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

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

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

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

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

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

REGULATORY PROVISIONS

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

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 states:

(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 states:

. . . .

(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.

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

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

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

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

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

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

measured emissions are less than or equal to the applicable emissions standards specified in Table III.

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

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

(1) A visual inspection of emission control components and systems to verify the vehicle's emission control systems are properly installed.

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

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

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

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

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

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

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

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

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

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

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

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

information which will cause any such document to be false or misleading, or where the tendency or effect thereby would be to mislead or deceive customers, prospective customers, or the public.

COST RECOVERY

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

26. During the course of regular duties, a Bureau Representative accessed the Vehicle Information Database ("VID") and reviewed Smog Check data transmitted from Respondent Valley Go Test. Additionally, the Bureau Representative accessed the VID to produce copies of Smog Check Vehicle Inspection Reports ("VIR"), OIS Test Details, and Certificate Sales.

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

- Engine speed in revolutions per minute ("RPM").
- The throttle position is measured by a throttle position sensor ("TPS") mounted onto the throttle shaft. It is measured in a percentage of opening from 0% at idle and near or up to 100% at full throttle.
- Manifold absolute pressure as measured by a manifold air pressure sensor ("MAP") connected to an intake manifold source, measured in kilo pascals ("kPa"). Typical readings for a normally aspirated vehicle undergoing Smog Check inspection are as follows: 25 kPa to 45 kPa at idle, with a subsequent decrease as the RPM is raised.
- Mass airflow as measured by a mass airflow sensor ("MAF") mounted in the engine's air intake tract and measured in grams per second ("gps").

28. During normal engine operation at idle, the engine speed is relatively steady around its target idle speed. With the engine idling, the TPS is steady and at or near 0%. The MAP

and/or MAF readings are also steady. In order for the engine speed to increase, the throttle would have to be opened in order to increase airflow through the engine. The engine's management systems supply fuel and spark timing appropriate to any changes in throttle position and engine speed. An increase in throttle, measured by the TPS, which increases engine RPM, would result in a corresponding increase in MAF as well as a decrease in MAP.

29. 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, with an elevated or increased engine speed. The increase in engine speed is performed by the smog check 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.

30. The Bureau Representative conducted a detailed review of the VID data for the Smog Check inspections performed at Respondent Valley Go Test's facility. The review showed a pattern of vehicles being certified with engine operating parameters not corresponding to normal engine operation, that confirmed the vehicles receiving smog certificates were not tested during the OBD II functional test, which constituted clean plugging[1]. The Bureau Representative's comprehensive review confirmed that ten (10) Smog Check Certificates of Compliance were fraudulently issued to vehicles by Respondent Valley Go Test.

Fraudulent Inspection No. 1-2003 Cadillac Escalade Luxury

31. A Bureau Representative reviewed the OIS Test Data for Respondent Valley Go Test. The review showed that on or about March 17, 2025, a 2003 Cadillac Escalade Luxury was tested, and Certificate of Compliance Number UK717696C was issued by Respondents Valley Go Test and Chacon.

32. The OBD Data (Dynamic) and Dynamic Data Charts for the 2003 Cadillac Escalade Luxury showed that between timestamps 215 and 20228, the engine RPM was steady at around

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

625 RPM. During this time, the data showed that the throttle was fixed at 5.1 % opening, the MAF was fixed at 5.89 gps, and the MAP was fixed at 35 kPa. After timestamp 20228, the data showed the engine RPM increased and then ultimately held steady at around 2235 RPM. During the elevated engine RPM, the data showed that the throttle was fluctuating between 0.4 % and 4.7 % opening, the MAF gradually dropped from 6.88 gps to 5.32 gps, then gradually rose to 6.56 gps, and the MAP rose from 43 kPa to 44 kPa, then dropped to 33 kPa and ultimately rose to 42 kPa.

33. The throttle position, MAF, and MAP readings produced during the elevated engine RPMs were not possible for normal engine operation. The throttle position and MAF readings were expected to be stable at idle, rise with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not fluctuate, drop and rise unexpectedly, or drop to values lower than idle readings. The MAP readings were expected to be stable at idle, decrease with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not drop and rise unexpectedly or increase to values higher than idle readings. The discrepancies in the OIS Test Data proved that the OIS DAD was not connected as required to the 2003 Cadillac Escalade Luxury being certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

Fraudulent Inspection No. 2-2002 Honda CR-V EX

34. A Bureau Representative reviewed the OIS Test Data for Respondent Valley Go Test. The review showed that on or about June 18, 2025, a 2002 Honda CR-V EX was tested, and Certificate of Compliance Number UQ528721C was issued by Respondents Valley Go Test and Chacon.

35. The OBD Data (Dynamic) and Dynamic Data Charts for the 2002 Honda CR-V EX showed that between timestamps 184 and 29715, the engine RPM was steady at around 700 RPM. During this time, the data showed that the throttle was fixed at 11.8 % opening and the MAP was fixed at 97 kPa. After timestamp 29715, the data showed the engine RPM increased and then ultimately held steady at no less than 2258 RPM. During the elevated engine RPM, the

data showed that the throttle was fluctuating between 6.3 % and 11 % opening, and the MAP was fluctuating between 96 kPa and 110 kPa.

36. The throttle position and MAP readings produced during the elevated engine RPMs were not possible for normal engine operation. The throttle position readings were expected to be stable at idle, rise with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not fluctuate unexpectedly or drop to values lower than idle readings. The MAP readings were expected to be stable at idle, decrease with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not fluctuate unexpectedly or increase to values higher than idle readings. The discrepancies in the OIS Test Data proved that the OIS DAD was not connected as required to the 2002 Honda CR-V EX certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

Fraudulent Inspection No. 3-2001 Dodge Dakota Quad

37. A Bureau Representative reviewed the OIS Test Data for Respondent Valley Go Test. The review showed that on or about July 11, 2025, a 2001 Dodge Dakota Quad was tested, and Certificate of Compliance Number JF258041C was issued by Respondents Valley Go Test and Chacon.

38. The OBD Data (Dynamic) and Dynamic Data Charts for the 2001 Dodge Dakota Quad showed that between timestamps 200 and 25655, the engine RPM was steady at around 600 RPM. During this time, the data showed that the throttle was fixed at 11 % opening and the MAP was fixed at 34 kPa. After timestamp 25655, the data showed the engine RPM increased and then ultimately held steady at around 1730 RPM. During the elevated engine RPM, the data showed that the throttle was fluctuating between 6.3 % and 11.4 % opening, and the MAP was fluctuating between 33 kPa and 44 kPa.

39. The throttle position and MAP readings produced during the elevated engine RPMs were not possible for normal engine operation. The throttle position readings were expected to be stable at idle, rise with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not fluctuate unexpectedly or drop to values lower than idle readings. The MAP readings were expected to be stable at idle, decrease with an increasing engine RPM and ultimately

stabilize during higher engine RPMs, not fluctuate unexpectedly or increase to values higher than idle readings. The discrepancies in the OIS Test Data proved that the OIS DAD was not connected as required to the 2001 Dodge Dakota Quad being certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

Fraudulent Inspection No. 4-2003 GMC New Sierra C1500

40. A Bureau Representative reviewed the OIS Test Data for Respondent Valley Go Test. The review showed that on or about July 25, 2025, a 2003 GMC New Sierra C1500 was tested, and Certificate of Compliance Number JF340751C was issued by Respondents Valley Go Test and Chacon.

41. The OBD Data (Dynamic) and Dynamic Data Charts for the 2003 GMC New Sierra C1500 showed that between timestamps 201 and 33281, the engine RPM was steady at around 675 RPM. During this time, the data showed that the throttle was fixed at 10.2 % opening, the MAF was fixed at 5.36 gps, and the MAP was fixed at 36 kPa. After timestamp 33281, the data showed the engine RPM increased and then ultimately held steady at no less than 1507 RPM. During the elevated engine RPM, the data showed that the throttle was fluctuating between 7.5 % and 11.8 % opening, the MAF was fluctuating between 5.29 gps and 7.07 gps, and the MAP was fluctuating between 34 kPa and 44 kPa.

42. The throttle position, MAF, and MAP readings produced during the elevated engine RPMs were not possible for normal engine operation. The throttle position and MAF readings were expected to be stable at idle, rise with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not fluctuate unexpectedly or drop to values lower than idle readings. The MAP readings were expected to be stable at idle, decrease with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not fluctuate unexpectedly or increase to values higher than idle readings. The discrepancies in the OIS Test Data proved that the OIS DAD was not connected as required to the 2003 GMC New Sierra C1500 being certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

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Fraudulent Inspection No. 5-2004 Chevrolet Colorado

43. A Bureau Representative reviewed the OIS Test Data for Respondent Valley Go Test. The review showed that on or about August 16, 2025, a 2004 Chevrolet Colorado was tested, and Certificate of Compliance Number JH070952C was issued by Respondents Valley Go Test and Chacon.

44. The OBD Data (Dynamic) and Dynamic Data Charts for the 2004 Chevrolet Colorado showed that between timestamps 445 and 29649, the engine RPM was steady at around 725 RPM. During this time, the data showed that the throttle was fixed at 4.7 % opening, the MAF was fixed at 3.97 gps, and the MAP was fixed at 35 kPa. After timestamp 29649, the data shows the engine RPM increased and then ultimately held steady at around 1600 RPM. During the elevated engine RPM, the data showed that the throttle was fluctuating between 0 % and 2.7 % opening, the MAF gradually dropped from 3.97 gps to 3.48 gps, then gradually rose to 4.84 gps, and the MAP fluctuated between 32 kPa and 46 kPa.

45. The throttle position, MAF, and MAP readings produced during the elevated engine RPMs were not possible for normal engine operation. The throttle position and MAF readings were expected to be stable at idle, rise with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not fluctuate, drop and rise unexpectedly, or drop to values lower than idle readings. The MAP readings were expected to be stable at idle, decrease with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not fluctuate unexpectedly or increase to values higher than idle readings. The discrepancies in the OIS Test Data proved that the OIS DAD was not connected as required to the 2004 Chevrolet Colorado being certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

Fraudulent Inspection No. 6-2000 GMC Sierra C3500

46. A Bureau Representative reviewed the OIS Test Data for Respondent Valley Go Test. The review showed that on or about September 17, 2025, a 2000 GMC Sierra C3500 was tested, and Certificate of Compliance Number UU223335C was issued by Respondents Valley Go Test and Flores.

47. The OBD Data (Dynamic) and Dynamic Data Charts for the 2000 GMC Sierra C3500 showed that between timestamps 208 and 36716, the engine RPM was steady at around 675 RPM. During this time, the data showed that the throttle was fixed at 0.4 % opening, the MAF was fixed at 2.44 gps, and the MAP was fixed at 47 kPa. After timestamp 36716, the data showed the engine RPM increased and then ultimately held steady at no less than 1393 RPM. During the elevated engine RPM, the data showed that the throttle was fluctuating between 0 % and 2 % opening, the MAF was fluctuating between 0.22 gps and 1.6 gps, and the MAP was fluctuating between 32 kPa and 45 kPa.

48. The throttle position, MAF, and MAP readings produced during the elevated engine RPMs were not possible for normal engine operation. The throttle position and MAF readings were expected to be stable at idle, rise with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not fluctuate unexpectedly or drop to values lower than idle readings. The MAP readings were expected to be stable at idle, decrease with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not fluctuate unexpectedly. The discrepancies in the OIS Test Data proved that the OIS DAD was not connected as required to the 2000 GMC Sierra C3500 being certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

Fraudulent Inspection No. 7-2000 Dodge Dakota

49. A Bureau Representative reviewed the OIS Test Data for Respondent Valley Go Test. The review showed that on or about September 22, 2025, a 2000 Dodge Dakota was tested, and Certificate of Compliance Number JH244212C was issued by Respondents Valley Go Test and Flores.

50. The OBD Data (Dynamic) and Dynamic Data Charts for the 2000 Dodge Dakota showed that between timestamps 267 and 29654, the engine RPM was steady at around 825 RPM. During this time, the data showed that the throttle was fixed at 12.2 % opening and the MAP was fixed at 36 kPa. After timestamp 29654, the data showed the engine RPM increased and then ultimately held steady at around 1585 RPM. During the elevated engine RPM, the data

showed that the throttle was fluctuating between 6.3 % and 11.4 % opening, and the MAP was fluctuating between 32 kPa and 46 kPa.

51. The throttle position and MAP readings produced during the elevated engine RPMs were not possible for normal engine operation. The throttle position readings were expected to be stable at idle, rise with an increasing engine RPM and ultimately stabilize during higher engine RPMs, not fluctuate unexpectedly or drop to values lower than idle readings. The MAP readings were expected to be stable at idle, decrease with an increasing engine RPM and ultimately stabilize during higher engine RPMs, not fluctuate unexpectedly or increase to values higher than idle readings. The discrepancies in the OIS Test Data proved that the OIS DAD was not connected as required to the 2000 Dodge Dakota being certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

Fraudulent Inspection No. 8-2003 Chevrolet Avalanche C1500

52. A Bureau Representative reviewed the OIS Test Data for Respondent Valley Go Test. The review showed that on or about October 4, 2025, a 2003 Chevrolet Avalanche C1500 was tested, and Certificate of Compliance Number JH420347C was issued by Respondents Valley Go Test and Flores.

53. The OBD Data (Dynamic) and Dynamic Data Charts for the 2003 Chevrolet Avalanche C1500 showed that between timestamps 207 and 23085, the engine RPM was steady at around 725 RPM. During this time, the data showed that the throttle was fixed at 12.5 % opening, the MAF was fixed at 4.06 gps, and the MAP was fixed at 33 kPa. After timestamp 23085, the data showed the engine RPM increased and then ultimately held steady at around 2065 RPM. During the elevated engine RPM, the data showed that the throttle was fluctuating between 13.7 % and 16.5 % opening, the MAF was fluctuating between 3.01 gps and 4.58 gps, and the MAP was fluctuating between 33 kPa and 46 kPa.

54. The throttle position, MAF, and MAP readings produced during the elevated engine RPMs were not possible for normal engine operation. The throttle position and MAF readings were expected to be stable at idle, rise with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not fluctuate unexpectedly or drop to values lower than idle

readings. The MAP readings were expected to be stable at idle, decrease with an increasing engine RPM and ultimately stabilize during higher engine RPMs, not fluctuate unexpectedly or increase to values higher than idle readings. The discrepancies in the OIS Test Data proved that the OIS DAD was not connected as required to the 2003 Chevrolet Avalanche C1500 being certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

Fraudulent Inspection No. 9-2001 Chevrolet Silverado C1500

55. A Bureau Representative reviewed the OIS Test Data for Respondent Valley Go Test. The review showed that on or about October 14, 2025, a 2001 Chevrolet Silverado C1500 was tested, and Certificate of Compliance Number UU822652C was issued by Respondents Valley Go Test and Flores.

56. The OBD Data (Dynamic) and Dynamic Data Charts for the 2001 Chevrolet Silverado C1500 showed that between timestamps 208 and 43708, the engine RPM was steady at around 700 RPM. During this time, the data showed that the throttle was fixed at 0.4 % opening, the MAF was fixed at 4.32 gps, and the MAP was fixed at 37 kPa. After timestamp 43708, the data showed the engine RPM increased and then ultimately held steady at no less than 2155 RPM. During the elevated engine RPM, the data showed that the throttle was fluctuating between 0.4 % and 4.7 % opening, the MAF was fluctuating between 2.94 gps and 4.97 gps, and the MAP gradually rose from 32 kPa to 46 kPa, then gradually dropped to 33 kPa.

57. The throttle position, MAF, and MAP readings produced during the elevated engine RPMs were not possible for normal engine operation. The throttle position and MAF readings were expected to be stable at idle, rise with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not fluctuate unexpectedly or drop to values lower than the idle reading. The MAP readings were expected to be stable at idle, decrease with an increasing engine RPM, and ultimately stabilize during higher engine RPMs, not drop and rise unexpectedly or increase to values higher than idle readings. The discrepancies in the OIS Test Data proved that the OIS DAD was not connected as required to the 2001 Chevrolet Silverado C1500 being

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

Fraudulent Inspection No. 10-2006 Nissan 350Z Coupe

58. A Bureau Representative reviewed the OIS Test Data for Respondent Valley Go Test. The review showed that on or about July 1, 2026, a 2006 Nissan 350Z Coupe was tested, and Certificate of Compliance Number VI666361C was issued by Respondents Valley Go Test and Flores.

59. The OBD Data (Dynamic) and Dynamic Data Charts for the 2006 Nissan 350Z Coupe showed that between timestamps 275 and 23109, the engine RPM was steady at around 650 RPM. During this time, the data showed that the throttle was fixed at 2 % opening and the MAF was fixed at 2.77 gps. After timestamp 23109, the data showed the engine RPM increased and then ultimately held steady at no less than 1625 RPM. From the time the engine RPM increases off idle to the higher RPMs, the data showed that the throttle continued to stay fixed at the same 2 % opening, and the MAF continued to stay fixed at the same 2.77 gps.

60. During the entire period the dynamic data was collected, the only parameter that changed was engine RPM. The throttle position and MAF readings remained unchanged even though the engine RPM was increased. These readings were not characteristic or expected for normal engine operation. The discrepancies in the OIS Test Data proved that the OIS DAD was not connected as required to the 2006 Nissan 350Z Coupe being certified, which caused the issuance of a fraudulent Smog Check Certificate of Compliance via the clean plugging method.

FIRST CAUSE FOR DISCIPLINE

(Untrue or Misleading Statements)

61. Respondent Valley Go Test's Automotive Repair Registration is subject to discipline pursuant to Code section 9884.7, subdivision (a)(1) and California Code of Regulations, title 16, section 3373, in that between March 17, 2025, through July 1, 2026, Respondent Valley Go Test made or authorized statements which he knew or in the exercise of reasonable care should have known to be untrue or misleading, as follows: Respondent Valley Go Test certified that vehicles 1 through 10, set forth above, had passed inspection and were in compliance with applicable laws

and regulations. Respondent Valley Go Test conducted the inspections on the vehicles using the clean plugging method by substituting or using different vehicles or another source during the OBD II functional tests to issue smog check certificates of compliance for the ten (10) vehicles and did not test or inspect the ten (10) vehicles as required by Health and Safety Code section 44012. Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 26 through 60, as though fully set forth.

SECOND CAUSE FOR DISCIPLINE

(Fraud)

62. Respondent Valley Go Test's Automotive Repair Registration is subject to discipline pursuant to Code section 9884.7, subdivision (a)(4), in that between March 17, 2025, through July 1, 2026, Respondent Valley Go Test committed acts that constitute fraud by issuing electronic smog check certificates of compliance for vehicles 1 through 10, set forth above, without performing bona fide inspections of the emission control devices and systems on those vehicles, thereby depriving the People of the State of California of the protection afforded by the Motor Vehicle Inspection Program. Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 26 through 60, as though fully set forth.

THIRD CAUSE FOR DISCIPLINE

(Material Violation of Automotive Repair Act)

63. Respondent Valley Go Test's Automotive Repair Registration is subject to discipline pursuant to Code section 9884.7, subdivision (a)(6), in that between March 17, 2025, through July 1, 2026, regarding vehicles 1 through 10, set forth above, Respondent Valley Go Test failed in a material respect to comply with the provisions of this chapter or regulations adopted pursuant to it by issuing electronic smog check certificates of compliance for the ten (10) vehicles without performing bona fide inspections of the emissions control devices and systems on those vehicles, thereby depriving the People of the State of California of the protection afforded by the Motor Vehicle Inspection Program. Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 26 through 60, as though fully set forth.

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FOURTH CAUSE FOR DISCIPLINE

(Failure to Comply with the Motor Vehicle Inspection Program)

64. Respondent Valley Go Test's Smog Check, Test-Only Station License is subject to discipline pursuant to Health and Safety Code section 44072.2, subdivision (a), in that between March 17, 2025, through July 1, 2026, regarding vehicles 1 through 10, set forth above, Respondent Valley Go Test failed to comply with the following sections of that Code:

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

b. **Section 44015, subdivision (b):** Respondent Valley Go Test issued electronic smog check certificates of compliance for vehicles 1 through 10, without ensuring that the vehicles were properly tested and inspected to determine if they were in compliance with Health and Safety Code section 44012.

c. **Section 44059:** Respondent Valley Go Test willfully made false entries for the electronic smog check certificates of compliance by certifying that those vehicles had been inspected as required when, in fact, they had not.

Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 26 through 60, as though fully set forth.

FIFTH CAUSE FOR DISCIPLINE

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

65. Respondent Valley Go Test's Smog Check, Test-Only Station License is subject to discipline pursuant to Health and Safety Code section 44072.2, subdivision (c), in that between March 17, 2025, through July 1, 2026, regarding vehicles 1 through 10, set forth above, Respondent Valley Go Test failed to comply with provisions of California Code of Regulations, title 16, as follows:

a. **Section 3340.24, subdivision (c)**: Respondent Valley Go Test falsely or fraudulently issued electronic smog check certificates of compliance for those vehicles without performing

bona fide inspections of the emission control devices and systems on the vehicles as required by Health and Safety Code section 44012.

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

c. **Section 3340.41, subdivision (c):** Respondent Valley Go Test knowingly entered false information into the On-Board Diagnostic inspection system for the ten (10) vehicles identified above.

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

Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 26 through 60, as though fully set forth.

SIXTH CAUSE FOR DISCIPLINE

(Dishonesty, Fraud or Deceit)

66. Respondent Valley Go Test's Smog Check, Test-Only Station License is subject to discipline pursuant to Health and Safety Code sections 44072.2, subdivision (d) in conjunction with 44072.10, subdivision (c), in that between March 17, 2025, through July 1, 2026, regarding vehicles 1 through 10, set forth above, Respondent Valley Go Test committed acts involving dishonesty, fraud or deceit whereby another was injured by issuing electronic smog check certificates of compliance for those vehicles without performing bona fide inspections of the emission control devices and systems on the vehicles, thereby depriving the People of the State of California of the protection afforded by the Motor Vehicle Inspection Program. Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 26 through 60, as though fully set forth.

SEVENTH CAUSE FOR DISCIPLINE

(Violations of the Motor Vehicle Inspection Program – Respondent Chacon)

67. Respondent Chacon's Smog Check Inspector License is subject to disciplinary action under Health and Safety Code section 44072.2, subdivision (a), in that between March 17, 2025,

through August 16, 2025, regarding vehicles 1 through 5, set forth above, Respondent Chacon violated the following Health and Safety Code sections:

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

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

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

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

Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 26 through 45, as though fully set forth.

EIGHTH CAUSE FOR DISCIPLINE

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

68. Respondent Chacon's Smog Check Inspector License is subject to discipline pursuant to Health and Safety Code section 44072.2, subdivision (c), in that between March 17, 2025, through August 16, 2025, regarding vehicles 1 through 5, set forth above, she failed to comply with provisions of California Code of Regulations, title 16, as follows:

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

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

c. **Section 3340.41, subdivision (c):** Respondent Chacon knowingly entered false information into the On Board Diagnostic inspection system for the five (5) vehicles identified above.

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

Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 26 through 45, as though fully set forth.

NINTH CAUSE FOR DISCIPLINE

(Dishonesty, Fraud, or Deceit – Respondent Chacon)

69. Respondent Chacon's Smog Check Inspector License is subject to disciplinary action under Health and Safety Code section 44072.2, subdivision (d), in conjunction with Health and Safety Code section 44072.10, subdivision (c), in that March 17, 2025, through August 16, 2025, regarding vehicles 1 through 5, set forth above, Respondent Chacon committed acts involving dishonesty, fraud, or deceit when she issued electronic smog certificates of compliance for the vehicles without performing bona fide inspections of the emission control devices and systems on those vehicles, thereby depriving the People of the State of California of the protection afforded by the Motor Vehicle Inspection Program. Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 26 through 45, as though fully set forth.

TENTH CAUSE FOR DISCIPLINE

(Violations of the Motor Vehicle Inspection Program – Respondent Flores)

70. Respondent Flores' Smog Check Inspector License is subject to discipline pursuant to Health and Safety Code section 44072.2, subdivision (a), in conjunction with Health and Safety Code section 44072.10, subdivision (c), in that between September 17, 2025, through July 1, 2026, regarding vehicles 6 through 10, set forth above, Respondent Flores violated the following Health and Safety Code sections:

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

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

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

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

Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 26 through 30 and 46 through 60, as though fully set forth.

ELEVENTH CAUSE FOR DISCIPLINE

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

71. Respondent Flores' Smog Check Inspector License is subject to discipline pursuant to Health and Safety Code section 44072.2, subdivision (c), in conjunction with Health and Safety Code section 44072.10, subdivision (c), in that between September 17, 2025, through July 1, 2026, regarding vehicles 6 through 10, set forth above, he failed to comply with provisions of California Code of Regulations, title 16, as follows:

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

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

c. **Section 3340.41, subdivision (c):** Respondent Flores knowingly entered false information into the On Board Diagnostic inspection system for the five (5) vehicles identified above.

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

Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 26 through 30 and 46 through 60, as though fully set forth.

TWELFTH CAUSE FOR DISCIPLINE

(Dishonesty, Fraud, or Deceit – Respondent Flores)

72. Respondent Flores' Smog Check Inspector License is subject to discipline pursuant to Health and Safety Code section 44072.2, subdivision (d), in conjunction with Health and Safety Code section 44072.10, subdivision (c), in that between September 17, 2025, through July 1, 2026, regarding vehicles 6 through 10, set forth above, Respondent Flores committed acts involving dishonesty, fraud, or deceit when he issued electronic smog check certificates of compliance for the vehicles without performing bona fide inspections of the emission control devices and systems on those vehicles, thereby depriving the People of the State of California of the protection afforded by the Motor Vehicle Inspection Program. Complainant refers to, and by this reference incorporates, the allegations set forth above in paragraphs 26 through 30 and 46 through 60, as though fully set forth.

OTHER MATTERS

73. Pursuant to Code section 9884.7, subdivision (c), the director may suspend, revoke, or place on probation the registrations for all places of business operated in this state by Esteban Moreno, upon a finding that said Respondent Valley Go Test has, or is, engaged in a course of repeated and willful violations of the laws and regulations pertaining to an automotive repair dealer.

74. Pursuant to Health and Safety Code section 44072.8, if Smog Check, Test Only Station License No. TC 311612, issued to Esteban Moreno-Member/Responsible Managing Employee dba Valley Go Test Only, is revoked or suspended, any additional license issued under

Chapter 5 of Part 5 of Div 26 of the Health and Safety Code in the name of said licensee may be likewise revoked or suspended by the director.

75. Pursuant to Health and Safety Code section 44072.8, if Smog Check Inspector License No. EO 644266, issued to Carlos Benjamin Flores, is revoked or suspended, any additional license issued under Chapter 5 of Part 5 of Div 26 of the Health and Safety Code in the name of said licensee may be likewise revoked or suspended by the director.

76. Pursuant to Health and Safety Code section 44072.8, if Smog Check Inspector License No. EO 643716, issued to Carla Elizabeth Chacon, is revoked or suspended, any additional license issued under Chapter 5 of Part 5 of Div 26 of the Health and Safety Code in the name of said licensee may be likewise revoked or suspended by the director.

PRAYER

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

1. Revoking or suspending Automotive Repair Dealer Registration Number ARD 311612, issued to Esteban Moreno-Member/Responsible Managing Employee dba Valley Go Test Only;

2. Revoking or suspending any other automotive repair dealer registration issued to Esteban Moreno;

3. Revoking or suspending Smog Check, Test-Only, Station License Number TC 311612, issued to Esteban Moreno-Member/Responsible Managing Employee dba Valley Go Test Only;

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 Esteban Moreno;

5. Revoking or suspending Smog Check Inspector License Number EO 644266, issued to Carlos Benjamin Flores;

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 Carlos Benjamin Flores;

7. Revoking or suspending Smog Check Inspector License Number EO 643716, issued to Carla Elizabeth Chacon;

8. 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 Carla Elizabeth Chacon;

9. Ordering Esteban Moreno, Carla Elizabeth Chacon and Carlos Benjamin Flores 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,

10. 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: 2026.10.27 11:08:09 -07'00'

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

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Accusation.docx