

- Fee Clarifying Questions

- ✓ It appears that there is two fees, one for manufacturers and distributors and the other for dealers is this accurate?
 - ✓ Yes. Manufacturer/Distributor fee is directly collected by NMVB. Dealer fee is directly collected by DMV and dispersed to NMVB.
- ✓ Is it correct for the manufacturers and distributors fees that only the distributor pays the fee? In this case manufacturers are only charged if they also distribute the cars to the public or are they charged regardless for selling vehicles to distributors?
 - ✓ Yes, this is correct; DMV licenses both Manufacturers and Distributors, and in some instances a Manufacturer may also distribute their own vehicles and would then hold both license types. Manufacturer/Distributor fees are based on the **number of vehicles distributed in California** the previous calendar year.
- ✓ The fee for manufacturers and distributors appears to be annual; however, the dealer fee is collected every two years but is still charged yearly meaning they will need to pay \$800?
 - ✓ Currently, the fixed annual renewal fee for dealers is \$300. For a two-year renewal, the fee is doubled. Therefore, they currently pay \$600 every two years. If our fee increase request of \$425 is approved, they will pay \$850 every two years. I've attached the DMV OL 45 renewal application form and have highlighted the portion that outlines the current renewal fee process.
- ✓ Given that manufacturers and distributors are required to pay \$0.65 per vehicle, was this fee calculated to best match \$425 or will they end up being charged more than that?
 - ✓ The current fee structure is \$0.45 per vehicle for manufacturers/distributors or \$300 minimum and dealers paying \$300/annually (\$600 collected biennially). The fee increase was calculated based on the same percentage of increase in both fee structures, increasing by approximately 44%. This fee structure is designed to achieve a "fair share" distribution of costs between dealers and manufacturers/distributors.
- ✓ Can these increased costs be passed on to consumers? No- There are two vehicle codes, [California Code, VEH 4456.5.](#) and [California Code, VEH 11713.1.](#) that outline allowable charges including document processing, electronic registration or transfer, or emission testing charge. Both codes explicitly state that those charges shall not be represented as a governmental fee. Therefore, this fee regulation change could not be passed on to consumers.

- Please provide a brief detail of the boards expenditures and what they are for.
 - ✓ Approximately 90% of the board expenses go towards staff salaries and benefits.
 - ✓ The remaining percentage is allotted for:
 - ✓ Cost of Office of Administrative Hearings (OAH) for NMVB merits hearings (can vary widely from year to year based on caseload)
 - ✓ Board member and staff travel expenses for board meetings (airfare/hotel, reimbursements, and board member per diems)
 - ✓ Court Reporters for Board meetings
 - ✓ Office Supplies/subscriptions/membership fees/Bar Dues
 - ✓ DMV Administrative Fee
 - ✓ Pro Rata
 - ✓ Supplemental Pension Payments

- It is understood that the expenditures are based off prior year actuals, in order to move forward with this request we will need the current expenditure projections that take all of the efficiencies into account (e.g. moving to HQ, reducing the lease costs, and cancellation of subscriptions). Please provide these update expenditures for 2025-26 and ongoing.
 - ✓ It is predicted that staff salary and benefits will continue to account for a little less than 90% of the board's overall expenses.
 - ✓ One Administrative Law Judge (Retired Annuitant-RA) concluded her time with NMVB as of March 2025 and two additional Administrative Law Judges (RAs) will be completing their time with NMVB as of September 2025. This results in a personnel **cost savings** of approximately \$100,000. And an estimated **cost savings** of \$1650 in annual bar dues.
 - ✓ Current vacancy for Attorney III position (monthly salary range \$10,536.00 - \$14,879.00) And an estimated **temporary cost savings** of \$550 in annual bar dues. We do plan on backfilling this position, so this is a **TEMPORARY COST SAVINGS.**
 - ✓ NMVB remains in DMV HQ and therefore achieves **cost savings** by not paying rent. FY 22-23 outside rental cost for NMVB was over \$105,000, in addition to the DMV Administrative fee. Now, all costs associated with housing and

administrative tasks are included in the annual DMV Administrative Fee which, for FY 25-26, slightly increased by 6% totaling \$106,273.

- ✓ Subscriptions restructuring
 - Automotive News subscription=annual **cost savings** of \$570.00
 - Cancelled Deering's CA Codes=annual **cost savings** of \$7080.00
 - Cancelled DocuSign subscription=annual **cost savings** of \$480.00
- ✓ Pro Rata increased by approximately 37% totaling \$189,000
- ✓ The Board anticipates two OAH Hearings for FY 25-26 that constitutes approximately about 65% of our Operating Expenses budget (estimates include two 5-day hearings). Following FY 25/26, estimates are based on two 9-day hearings. Number and length of hearings is difficult to predict and can vary greatly across fiscal years.
- ✓ General expenses constitute for about 23% of our budget. These expenses include membership dues, bar dues, office supplies, subscriptions.
- ✓ Board-related travel expenses constitute for about 12% of our budget. These expenses include airfare/hotel, board member per diems, and Travel Expense Claims.

**This distribution of costs will most likely remain the same in future fiscal years.*

- Based off the methodology, was the \$0.65 fee based on the number of new motor vehicles distributed by the manufacturer or distributor in the preceding calendar year? Annual board fees are collected from Manufacturers/Distributors based on the number of vehicles distributed in California during the preceding calendar year. FY 24/25 is actual number sold, ALL fee increase scenarios starting with FY 25/26 are based on California New Car Dealer Association (CNCDA) projected sales due to significant unknowns including tariffs and trade policy.
- In the back-up chart, it appears that the revenue is flatlined. Specifically for the manufacturer's fee, is this the most accurate projection for outyears considering the number of vehicles sold might increase/decrease in later years leading to additional/reduced revenue?

This method accounts for low sales years and high sales years and is why the revenue from dealer fees and manufacturer/distributor fees remains the same after FY 26/27.

What we don't foresee are new motor vehicle sales returning to pre-COVID numbers - especially as we face unprecedented factors including the U.S. tariffs on goods causing higher costs and significant disruptions to supply chains, vehicle and parts production for automakers and suppliers. Further uncertainties exist pertaining to the sale of zero emission vehicles, which were trending higher in recent years, but are now facing likely headwinds from federal policy changes.

Our overall goal is to address the shortfall while also rebuilding the depleted reserves to ensure we can avoid insolvency.

- Please provide an updated more simplified chart, similar to the one in the package, that clearly depicts the affect of the increase. (charts are below)
 - ✓ Updated expenditures, considering the efficiencies, and back up to support it.
 - ✓ Total revenue to be collected, broken down by the different fees.
 - ✓ Updated number of vehicles based on expected increase/decrease.
- Additionally, for the fall process please ensure that expenditure projections are inputted to Hyperion. Based on the information in the package it appears actual insolvency is projected for 2028-29. (DMV will do this)

All fee increase scenarios assume that revised Regulation will go into effect Fiscal Year 26/27 (collecting on 2025 calendar year sales)

Scenario 1: No changes made – Fee per vehicle \$0.45; minimum collected \$300

| FY | Beginning Balance | Dealer Licensing Fee | Fee Per Vehicle | # of Vehicles Sold Previous Calendar Year ¹ | Dealer License Fees Revenue ² | MFG/ Distributors Fee Revenue ³ | Filing Fee Revenue ⁴ | Document Sales Revenue ⁵ | Arbitration Certification Program Revenue ⁶ | Total Revenue | Supplemental Pension Payment ⁷ | Pro Rata | Operating Expenses (Personnel and O & E) | TOTAL ESTIMATED EXPENDITURES ⁸ |
|-------|-------------------|----------------------|-----------------|--|--|--|---------------------------------|-------------------------------------|--|---------------|---|-----------|--|---|
| 23/24 | \$1,818,000 | \$300 | \$0.45 | 1,648,111 | \$970,060 | \$766,948 | \$5800 | \$160 | \$715 | \$1,743,683 | \$43,000 | \$108,000 | \$1,830,000 | \$1,981,000 |
| 24/25 | \$1,618,574 | \$300 | \$0.45 | 1,863,009 | \$904,333 | \$866,372 | \$5,600 | \$483 | \$2,088 | \$1,778,876 | \$24,000 | \$135,000 | \$1,759,241 | \$1,918,241 |
| 25/26 | \$1,473,713 | \$300 | \$0.45 | 1,759,141 | \$844,629 | \$814,597 | \$11,000 | \$1,224 | \$3,056 | \$1,674,506 | \$24,000 | \$185,000 | \$1,855,160 | \$2,064,160 |
| 26/27 | \$1,084,059 | \$300 | \$0.45 | 1,751,000 | \$844,629 | \$814,597 | \$11,000 | \$1,224 | \$3,000 | \$1,674,450 | \$24,000 | \$185,000 | \$1,954,471 | \$2,163,471 |
| 27/28 | \$655,038 | \$300 | \$0.45 | 1,751,000 | \$844,629 | \$814,597 | \$11,000 | \$1,224 | \$3,000 | \$1,674,450 | \$24,000 | \$185,000 | \$1,987,930 | \$2,196,930 |
| 28/29 | \$192,557 | \$300 | \$0.45 | 1,751,000 | \$844,629 | \$814,597 | \$11,000 | \$1,224 | \$3,000 | \$1,674,450 | \$24,000 | \$185,000 | \$2,022,059 | \$2,231,059 |
| 29/30 | -\$304,052 | \$300 | \$0.45 | 1,751,000 | \$844,629 | \$814,597 | \$11,000 | \$1,224 | \$3,000 | \$1,674,450 | \$24,000 | \$185,000 | \$2,056,870 | \$2,265,870 |

Black=actual Blue=estimated Red=insolvent

¹ FY 24/25 is actual number sold, FY 25/26 + are based on California New Car Dealer Association (CNDA) projected sales due to significant unknowns including tariffs and trade policy.

² Collected Biennially Annual=\$300, Biennial=\$600.

³ Per vehicle fee is collected on an average of 99% of vehicles sold. Average # of manufacturer/distributors paying minimum fee is 103 (\$30,900).

⁴ FY 24/25 is actual amount collected. FY 25/26 + is average amount over 6 years.

⁵ FY 24/25 is actual amount collected. FY 25/26 + average amount over 6 years.

⁶ FYs 24/25 and 25/26 are actual amount collected. \$3000 is a reasonable estimate for future collections.

⁷ Supplemental Pension Payments/SB 84 applicable until June 2030.

⁸ Considering cost savings, general salary increases, inflation ~ Additional expenses include backfilling Attorney III position and Office of Administrative Hearings costs (note: number and length of hearings vary during fiscal years).

Scenario 2: Fee increase of appx. 30% (\$0.60 & \$400)

| FY | Beginning Balance | Dealer Licensing Fee | Fee Per Vehicle | # of Vehicles Sold Previous Calendar Year ⁹ | Dealer License Fees Revenue ¹⁰ | MFG/ Distributors Fee Revenue ¹¹ | Filing Fee Revenue ¹² | Document Sales Revenue ¹³ | Arbitration Certification Program Revenue ¹⁴ | Total Revenue | Supplemental Pension Payment ¹⁵ | Pro Rata | Operating Expenses (Personnel and O & E) | TOTAL ESTIMATED EXPENDITURES ¹⁶ |
|-------|-------------------|----------------------|-----------------|--|---|---|----------------------------------|--------------------------------------|---|---------------|--|-----------|--|--|
| 23/24 | \$1,818,000 | \$400 | \$0.60 | 1,648,111 | \$970,060 | \$766,948 | \$5800 | \$160 | \$715 | \$1,743,683 | \$43,000 | \$108,000 | \$1,830,000 | \$1,981,000 |
| 24/25 | \$1,618,574 | \$400 | \$0.60 | 1,863,009 | \$904,333 | \$866,372 | \$5,600 | \$483 | \$2,088 | \$1,778,876 | \$24,000 | \$135,000 | \$1,759,241 | \$1,918,241 |
| 25/26 | \$1,473,713 | \$400 | \$0.60 | 1,759,141 | \$844,629 | \$814,597 | \$11,000 | \$1,224 | \$3,056 | \$1,674,506 | \$24,000 | \$185,000 | \$1,855,160 | \$2,064,160 |
| 26/27 | \$1,084,059 | \$400 | \$0.60 | 1,751,000 | \$1,123,356 | \$1,081,294 | \$11,000 | \$1,224 | \$3,000 | \$2,219,874 | \$24,000 | \$185,000 | \$1,954,471 | \$2,163,471 |
| 27/28 | \$1,140,462 | \$400 | \$0.60 | 1,751,000 | \$1,123,356 | \$1,081,294 | \$11,000 | \$1,224 | \$3,000 | \$2,219,874 | \$24,000 | \$185,000 | \$1,987,930 | \$2,196,930 |
| 28/29 | \$1,163,405 | \$400 | \$0.60 | 1,751,000 | \$1,123,356 | \$1,081,294 | \$11,000 | \$1,224 | \$3,000 | \$2,219,874 | \$24,000 | \$185,000 | \$2,022,059 | \$2,231,059 |
| 29/30 | \$1,152,220 | \$400 | \$0.60 | 1,751,000 | \$1,123,356 | \$1,081,294 | \$11,000 | \$1,224 | \$3,000 | \$2,219,874 | \$24,000 | \$185,000 | \$2,056,870 | \$2,265,870 |
| 30/31 | \$1,106,224 | \$400 | \$0.60 | 1,751,000 | \$1,123,356 | \$1,081,294 | \$11,000 | \$1,224 | \$3,000 | \$2,219,874 | n/a | \$185,000 | \$2,092,377 | \$2,277,377 |
| 31/32 | \$1,048,721 | \$400 | \$0.60 | 1,751,000 | \$1,123,356 | \$1,081,294 | \$11,000 | \$1,224 | \$3,000 | \$2,219,874 | n/a | \$185,000 | \$2,128,595 | \$2,313,595 |
| 32/33 | \$955,001 | \$400 | \$0.60 | 1,751,000 | \$1,123,356 | \$1,081,294 | \$11,000 | \$1,224 | \$3,000 | \$2,219,874 | n/a | \$185,000 | \$2,165,536 | \$2,350,536 |
| 33/34 | \$824,338 | \$400 | \$0.60 | 1,751,000 | \$1,123,356 | \$1,081,294 | \$11,000 | \$1,224 | \$3,000 | \$2,219,874 | n/a | \$185,000 | \$2,203,217 | \$2,388,217 |
| 34/35 | \$655,996 | \$400 | \$0.60 | 1,751,000 | \$1,123,356 | \$1,081,294 | \$11,000 | \$1,224 | \$3,000 | \$2,219,874 | n/a | \$185,000 | \$2,241,651 | \$2,426,651 |
| 35/36 | \$449,219 | \$400 | \$0.60 | 1,751,000 | \$1,123,356 | \$1,081,294 | \$11,000 | \$1,224 | \$3,000 | \$2,219,874 | n/a | \$185,000 | \$2,280,854 | \$2,465,854 |
| 36/37 | \$203,239 | \$400 | \$0.60 | 1,751,000 | \$1,123,356 | \$1,081,294 | \$11,000 | \$1,224 | \$3,000 | \$2,219,874 | n/a | \$185,000 | \$2,320,841 | \$2,505,841 |
| 37/38 | -\$82,728 | \$400 | \$0.60 | 1,751,000 | \$1,123,356 | \$1,081,294 | \$11,000 | \$1,224 | \$3,000 | \$2,219,874 | n/a | \$185,000 | \$2,361,627 | \$2,546,627 |

Black=actual Blue=estimated Red=insolvent

⁹ FY 24/25 is actual number sold, FY 25/26 + are based on California New Car Dealer Association (CNCDA) projected sales due to significant unknowns including tariffs and trade policy.

¹⁰ Collected Biennially Annual=\$400, Biennial=\$800.

¹¹ Per vehicle fee is collected on an average of 99% of vehicles sold. Average # of manufacturer/distributors paying minimum fee is 103 (\$41,200).

¹² FY 24/25 is actual amount collected. FY 25/26 + is average amount over 6 years.

¹³ FY 24/25 is actual amount collected. FY 25/26 + average amount over 6 years.

¹⁴ FYs 24/25 and 25/26 are actual amount collected. \$3000 is a reasonable estimate for future collections.

¹⁵ Supplemental Pension Payments/SB 84 applicable until June 2030.

¹⁶ Considering cost savings, general salary increases, inflation ~ Additional expenses include backfilling Attorney III position and Office of Administrative Hearings costs (note: number and length of hearings vary during fiscal years).

Scenario 3: Fee increase of appx. 41% (\$.65 & \$425)

| FY | Beginning Balance | Dealer Licensing Fee | Fee Per Vehicle | # of Vehicles Sold Previous Calendar Year ¹⁷ | Dealer License Fees Revenue ¹⁸ | MFG/ Distributors Fee Revenue ¹⁹ | Filing Fee Revenue ²⁰ | Document Sales Revenue ²¹ | Arbitration Certification Program Revenue ²² | Total Revenue | Supplemental Pension Payment ²³ | Pro Rata | Operating Expenses (Personnel and O & E) | TOTAL ESTIMATED EXPENDITURES ²⁴ |
|-------|-------------------|----------------------|-----------------|---|---|---|----------------------------------|--------------------------------------|---|---------------|--|-----------|--|--|
| 23/24 | \$1,818,000 | \$425 | \$0.65 | 1,648,111 | \$970,060 | \$766,948 | \$5800 | \$160 | \$715 | \$1,743,683 | \$43,000 | \$108,000 | \$1,830,000 | \$1,981,000 |
| 24/25 | \$1,618,574 | \$425 | \$0.65 | 1,863,009 | \$904,333 | \$866,372 | \$5,600 | \$483 | \$2,088 | \$1,778,876 | \$24,000 | \$135,000 | \$1,759,241 | \$1,918,241 |
| 25/26 | \$1,473,713 | \$425 | \$0.65 | 1,759,141 | \$844,629 | \$814,597 | \$11,000 | \$1,224 | \$3,056 | \$1,674,506 | \$24,000 | \$185,000 | \$1,855,160 | \$2,064,160 |
| 26/27 | \$1,084,059 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | \$24,000 | \$185,000 | \$1,954,471 | \$2,163,471 |
| 27/28 | \$1,305,728 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | \$24,000 | \$185,000 | \$1,987,930 | \$2,196,930 |
| 28/29 | \$1,493,937 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | \$24,000 | \$185,000 | \$2,022,059 | \$2,231,059 |
| 29/30 | \$1,648,018 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | \$24,000 | \$185,000 | \$2,056,870 | \$2,265,870 |
| 30/31 | \$1,767,288 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,092,377 | \$2,277,377 |
| 31/32 | \$1,875,051 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,128,595 | \$2,313,595 |
| 32/33 | \$1,946,597 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,165,536 | \$2,350,536 |
| 33/34 | \$1,981,200 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,203,217 | \$2,388,217 |
| 34/35 | \$1,978,124 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,241,651 | \$2,426,651 |
| 35/36 | \$1,936,613 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,280,854 | \$2,465,854 |
| 36/37 | \$1,855,899 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,320,841 | \$2,505,841 |
| 37/38 | \$1,735,198 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,361,627 | \$2,546,627 |
| 38/39 | \$1,573,710 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,403,230 | \$2,588,230 |
| 39/40 | \$1,370,621 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,445,664 | \$2,630,664 |
| 40/41 | \$1,125,096 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,491,947 | \$2,676,947 |
| 41/42 | \$836,289 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,533,096 | \$2,718,096 |
| 42/43 | \$503,333 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,578,128 | \$2,763,128 |
| 43/44 | \$125,345 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,624,060 | \$2,809,060 |
| 44/45 | -\$298,576 | \$425 | \$0.65 | 1,751,000 | \$1,199,373 | \$1,170,543 | \$11,000 | \$1,224 | \$3,000 | \$2,385,140 | n/a | \$185,000 | \$2,670,911 | \$2,855,911 |

Black=actual Blue=estimated Red=insolvent

¹⁷ FY 24/25 is actual number sold, FY 25/26 + are based on California New Car Dealer Association (CNCDA) projected sales due to significant unknowns including tariffs and trade policy.

¹⁸ Collected Biennially Annual=\$425, Biennial=\$850.

¹⁹ Per vehicle fee is collected on an average of 99% of vehicles sold. Average # of manufacturer/distributors paying minimum fee is 103 (\$43,775).

²⁰ FY 24/25 is actual amount collected. FY 25/26 + is average amount over 6 years.

²¹ FY 24/25 is actual amount collected. FY 25/26 + average amount over 6 years.

²² FYs 24/25 and 25/26 are actual amount collected. \$3000 is a reasonable estimate for future collections.

²³ Supplemental Pension Payments/SB 84 applicable until June 2030.

²⁴ Considering cost savings, general salary increases, inflation ~ Additional expenses include backfilling Attorney III position and Office of Administrative Hearings costs(note: number and length of hearings vary during fiscal years).

RENEWAL APPLICATION

| DMV USE ONLY | | | | | | | | | |
|-------------------------------|--|--|--|--|--|--|--|--|--|
| OCCUPATIONAL LICENSING NUMBER | | | | | | | | | |
| | | | | | | | | | |

IMPORTANT: Read instructions and additional renewal requirements on reverse before completing. Report any changes in ownership, corporate status, officers, directors, managing members, locations, or business name to your local Inspector immediately. Renewal licenses or supplies will not be released until the department receives the proper documents to record these changes. **Submit renewal immediately.**

DATE CURRENT LICENSE EXPIRES: _____

SECTION 1 — TYPE OF LICENSE (Check one box. *See reverse for additional renewal requirements.)

- | | | | | |
|--|---------------------------------------|--|---|---------------------------------------|
| <input type="checkbox"/> Dealer* | <input type="checkbox"/> Dismantler* | <input type="checkbox"/> Lessor-Retailer | <input type="checkbox"/> Registration Service | <input type="checkbox"/> Transporter* |
| <input type="checkbox"/> Dealer Autobroker | <input type="checkbox"/> Distributor* | <input type="checkbox"/> Manufacturer* | <input type="checkbox"/> Remanufacturer* | |

SECTION 2 — FIRM INFORMATION

| | |
|-----------|---------------------|
| FIRM NAME | FIRM NUMBER |
| ADDRESS | CITY STATE ZIP CODE |

SECTION 3 — RENEWAL FEES (See reverse for list of renewal and penalty fees.)

For renewal assistance, contact Occupational Licensing at (916) 229-3126.

| | | |
|--|----|-------------|
| License Renewal Fee | \$ | |
| Branch Fee | | |
| Autobroker Endorsement Fee | | |
| Special Plate Fee (Number of Plates _____) | | |
| List Plate Numbers and Letters _____ | | |
| New Motor Vehicle Board Renewal Fees | | |
| Penalty Fees | | |
| Surcharge to enable collection of delinquent child support | | 1.00 |
| TOTAL \$ | | 1.00 |

SECTION 4 — TYPE OF OWNERSHIP (Check one box.)

- Sole Owner
 Partnership
 Corporation
 Limited Liability Company
 Association

CORPORATION NUMBER

LIMITED LIABILITY COMPANY NUMBER

Collection of your Social Security Number is mandatory. Failure to furnish all requested information will result in denial of an application for issuance or renewal of an Occupational License or permit.

| OWNER'S NAME (use reverse if more than three) | SOCIAL SECURITY NUMBER |
|---|------------------------|
| | |
| | |
| | |

SECTION 5 — BOARD OF EQUALIZATION INFORMATION (Dealer/Lessor-Retailer Only)

BOE SELLER'S PERMIT NUMBER

SECTION 6 — APPLICANT CERTIFICATION

I certify (or declare) under penalty of perjury under the laws of the State of California that the foregoing is true and correct. Must be signed by a sole owner, partner, corporate officer, or managing member of record.

| | |
|-----------------------|--|
| TITLE | CURRENT AREA CODE/TELEPHONE NUMBER () |
| SIGNATURE X | DATE |



RENEWAL INSTRUCTIONS

1. Print clearly in black ink or type. This renewal form must be completed in its entirety or it will be returned to you.
2. To avoid automatic cancellation of your license or penalty fees, submit your renewal on or before the license expiration date.
3. Mail completed and signed form (and additional renewal requirements listed below, if applicable) with your renewal fees to: Department of Motor Vehicles Occupational Licensing Section P.O. Box 932342 MS L224, Sacramento, CA 94232-3420.

*ADDITIONAL RENEWAL REQUIREMENTS

Dealer

Proof of Continuing Education (*required every two years*)

OL 56 \$50,000 Bond Exemption Application (*Wholesale-Only Dealers, if applicable*)

OL 247 Statement of Lost, Stolen, or Surrendered Special Plates (*required if not renewing all plates*)

OL 257 Continuing Education Exemption Application (*Wholesale-Only Dealers, if applicable*)

Dismantler

OL 21D Renewal Addendum Application for Occupational License

OL 247 Statement of Lost, Stolen, or Surrendered Special Plates (*required if not renewing all plates*)

Distributor, Transporter, Manufacturer, Remanufacturer

OL 247 Statement of Lost, Stolen, or Surrendered Special Plates (*required if not renewing all plates*)

RENEWAL FEES (*For a two-year renewal, double the following fees.*)

Dealer, Lessor-Retailer

\$125.00 Renewal Application

\$125.00 Fee Renewal of Branch Location (*each location*)

\$75.00 Autobroker Endorsement Fee

\$300.00 New Motor Vehicle Board Fee (*each location – Dealer only*)

Dismantler, Distributor, Transporter, Manufacturer, Remanufacturer

\$85.00 Renewal Application

\$85.00 Renewal of Branch Location (*each location*)

Registration Service

\$15.00 Renewal Application

\$15.00 Renewal of Branch Location (*each location*)

SPECIAL PLATES

List each plate renewed, i.e. 1A, 2A, 3A, etc. You must renew the exact number of plates that appear on record. Call (916) 229-3126, if you do not know the plate numbers on record.

Refer to form OL 22 for Occupational License County Fee Plate Table and to order additional license plates or duplicate registration cards at the time you renew your license.

Refer to form OL 247 to report a plate lost or stolen; to replace a lost or stolen plate at the time of renewal, or to surrender plate(s) no longer needed.

\$86.00 Auto, plus County Fees (per plate)

\$88.00 Motorcycle, plus County Fees (per plate)

PENALTY FEES (*Penalty fees are in addition to renewal application fees.*)

Dealer, Lessor-Retailer

\$175.00 Penalty Fee

Dismantler, Distributor, Transporter, Manufacturer, Remanufacturer

\$100.00 Penalty Fee

Registration Service

\$150.00 Penalty Fee

Special Plates

\$10.00 Per plate if received **1 to 10** days after expiration

\$15.00 Per plate if received **11 to 30** days after expiration

FORMS ARE AVAILABLE BY CALLING OCCUPATIONAL LICENSING AT (916) 229-3126 OR www.dmv.ca.gov/vehindustry/ol/forms.htm