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# OHIO LEGISLATIVE SERVICE COMMISSION

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Office of Research  
and Drafting

Legislative Budget  
Office

**H.B. 210\***  
**136<sup>th</sup> General Assembly**

## Occupational Regulation Report

[Click here for H.B. 210's Bill Analysis / Fiscal Note](#)

**Primary Sponsors:** Reps. Roemer and Plummer

**Impacted Professions:** Scrap metal dealers, bulk merchandise container dealers, motor vehicle salvage dealers, junk yard operators, motor vehicle collision repair operators, and motor vehicle window tint operators

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LSC is required by law to issue a report for each introduced bill that substantially changes or enacts an occupational regulation. The report must: (1) explain the bill's regulatory framework in the context of Ohio's statutory policy of using the least restrictive regulation necessary to protect consumers, (2) compare the regulatory schemes governing the same occupation in other states, and (3) examine the bill's potential impact on employment, consumer choice, market competition, and cost to government.<sup>1</sup>

## LEAST RESTRICTIVE REGULATION COMPARISON

### Ohio's general regulatory policy

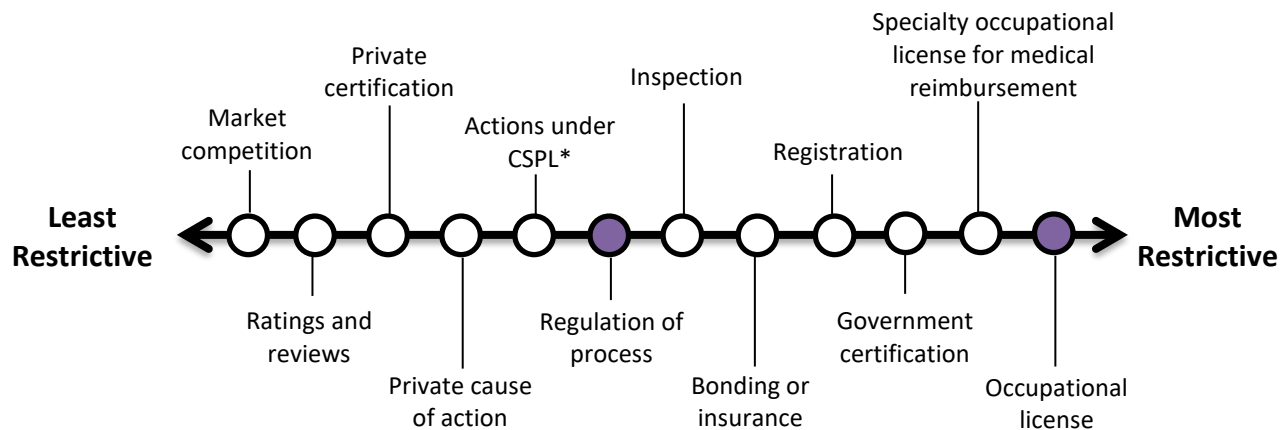
The general policy of the state is reliance on market competition and private remedies to protect the interests of consumers in commercial transactions involving the sale of goods or services. For circumstances in which the General Assembly determines that additional safeguards are necessary to protect consumers from "present, significant, and substantiated harms that threaten health, safety, or welfare," the state's expressed intent is to enact the "least restrictive regulation that will adequately protect consumers from such harms."<sup>2</sup>

\* This report addresses the "As Introduced" version of H.B. 210. It does not account for changes that may have been adopted after the bill's introduction.

<sup>1</sup> R.C. 103.26, not in the bill.

<sup>2</sup> R.C. 4798.01 and 4798.02, neither in the bill.

The degree of “restrictiveness” of an occupational regulation is prescribed by statute. The following graphic identifies each type of occupational regulation expressly mentioned in the state’s policy by least to most restrictive:



\*CSPL – The Consumer Sales Practices Law

H.B. 210 establishes new requirements for scrap metal dealers, bulk merchandise container dealers, junk yard operators, motor vehicle collision repair operators, and motor vehicle window tint operators that purchase or receive used catalytic converters.<sup>3</sup> In addition, the bill prohibits motor vehicle salvage dealers from purchasing or accepting catalytic converters.<sup>4</sup> The bill creates criminal and civil penalties for noncompliance.<sup>5</sup>

Under continuing law, each of the entities mentioned above, except for junk yard operators, must obtain a state-issued credential to operate.<sup>6</sup> Noncompliance with specified provisions in the bill is grounds for discipline such as refusal to issue or renew, suspension of, or revocation of the credential.<sup>7</sup> Because junk yard operator licenses are issued by local governments under continuing law, it does not appear that the bill’s disciplinary provisions apply to them.<sup>8</sup>

Note that, although the credentials required for scrap metal dealers, bulk merchandise container dealers, motor vehicle collision repair operators, and motor vehicle window tint operators are called a registration under continuing law and the bill, these credentials function as a license under the state policy. This is because they are a nontransferable authorization in law that must be possessed based on meeting personal qualifications to perform a lawful

<sup>3</sup> R.C. 4737.04 and 4737.041.

<sup>4</sup> R.C. 4738.03(A).

<sup>5</sup> R.C. 4737.04(E) and (G), 4737.046(F), and 4737.99(C) and (G), and R.C. 4738.99(A), not in the bill.

<sup>6</sup> R.C. 4737.04(B), R.C. 4737.06, 4738.02, and 4775.02(A), none in the bill.

<sup>7</sup> R.C. 4737.04(E), 4737.045(H), 4737.046(C), 4738.07(A), and 4775.09(F).

<sup>8</sup> R.C. 4737.04(E), 4737.041(B), and 4737.07.

occupation for compensation.<sup>9</sup> Although an individual possibly may obtain these licenses or a motor vehicle salvage dealer license, the licenses primarily appear to function as business licenses for which an applicant must satisfy a personal qualification involving past compliance with specified laws.<sup>10</sup> Thus, they are discussed and reviewed as business licenses for purposes of this report.<sup>11</sup>

## **Necessity of regulations**

Representative Phil Plummer, a primary sponsor of the bill, testified that catalytic converter theft is a plague on society affecting all facets of society from the working poor to agencies striving to protect our most vulnerable citizens. He asserted that Ohio's current efforts to address the problem are not working.

The bill's other primary sponsor, Representative Bill Roemer, explained that catalytic converters contain precious metals, including platinum, palladium, and rhodium, that help reduce harmful emissions from vehicle exhaust systems. He stated that these metals carry significant street value; for example, as of April 2, 2025, the price of rhodium was \$5,700 per ounce. He said that, because catalytic converters can be removed quickly and quietly using a cordless saw, thieves are able to profit with minimal risk, making it a crime of opportunity that continues to escalate and results in direct repair costs, increased insurance premiums, and loss of business revenue for the victims.

Representative Roemer testified that, to address this problem, the bill establishes critical reforms to ensure accountability in the sale and purchase of catalytic converters.

Representative Roemer elaborated that the bill aims to level the playing field between licensed, law-abiding scrap metal dealers and unlicensed or "pop up" buyers that operate outside of the law and that exploit gaps in reporting requirements, making it difficult for law enforcement to follow the trail of stolen parts. He said that, by strengthening investigative tools and requiring consistent documentation and reporting, the bill ensures that all actors are held to the same standard and that a clear, traceable record of transactions is created for use in ongoing investigations.

Furthermore, Representative Roemer stated that the bill prohibits the purchase of unattached catalytic converters by scrap metal dealers unless specific documentation is provided and that it increases financial penalties for violations. He asserted that these necessary and fair safeguards close loopholes through which bad actors profit, ensure that legitimate businesses can continue operations without excessive burden, remove the incentive for theft, and help law enforcement track down repeat offenders.<sup>12</sup>

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<sup>9</sup> R.C. 4798.01, not in the bill.

<sup>10</sup> R.C. 101.62, 4738.07(A), 4775.07(A), and 4798.01, none in the bill; Ohio Administrative Code 4501:5-3-02.

<sup>11</sup> R.C. 101.62, not in the bill.

<sup>12</sup> See, [Sponsor Testimony of Representative Bill Roemer and Representative Phil Plummer \(PDF\)](#), available on the General Assembly's website, [legislature.ohio.gov](https://legislature.ohio.gov), by searching for "HB 210" and looking under the "Committee Activity" tab.

## Restrictiveness of regulations

### Licensure

Licensure is the most restrictive of all regulatory options identified within the state's continuum of regulations. Accordingly, the state's policy prescribes a narrow range of situations in which required licensure is appropriate; specifically, when all of the following circumstances are present:

- The occupation involves providing a service regulated by both state and federal law;
- The licensing framework allows individuals licensed in other states and territories to practice in Ohio; and
- The licensing requirement is based on uniform national laws, practices, and examinations that have been adopted by at least 50 U.S. states and territories.<sup>13</sup>

It appears unlikely that the licensure under continuing law of occupations involved with the bill satisfy the state policy's first criterion because federal law does not appear to regulate the service of purchasing or selling used catalytic converters. However, the federal Clean Air Act does regulate emission controls on certain vehicles and prohibits any person from removing a catalytic converter from a vehicle without replacing it with an approved replacement.<sup>14</sup>

As for the state policy's second criterion, the licensed occupations regulated by the bill appear to satisfy it. The Occupational Licenses for Out-of-State Applicants Law generally requires licenses to be issued to applicants who hold analogous out-of-state occupational licenses. However, that law does not apply unless the applicant is applying in the applicant's capacity as an individual, so with respect to these licenses being a business license, it is not clear that this requirement is met.<sup>15</sup>

It does not appear that the licensed occupations involved with the bill satisfy the state policy's third criterion, and the bill does not bring them into alignment with it. The applicable licensing requirements generally are established in state laws rather than being based on uniform national laws, practices, and examinations.

### Discipline

The bill increases restrictiveness by establishing mandatory licensure discipline under certain conditions for occupations subject to it.

Under the bill, committing specified violations is grounds for discipline of the following entities (with the licensing authority of each indicated in parentheses): scrap metal dealers and

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<sup>13</sup> R.C. 4798.02, not in the bill.

<sup>14</sup> 42 United States Code 7522(a)(3); see also [Frequent Questions related to Transportation, Air Pollution, and Climate Change](#), which is accessible by conducting a keyword "transportation air pollution" search on the U.S. Environmental Protection Agency's website, [epa.gov](http://epa.gov), clicking on "Transportation, Air Pollution, and Climate Change" and then clicking on "Frequent questions" under "Related Information" at the bottom of the page.

<sup>15</sup> R.C. 4796.03 and 4796.26, not in the bill.

bulk merchandise container dealers (Director of Public Safety (DPS)); motor vehicle salvage dealers (Registrar of Motor Vehicles); and motor vehicle collision repair operators and window tint operators (Motor Vehicle Repair Board). Under the bill, the applicable licensing authority must revoke or refuse to issue or renew the license of a holder or applicant to which either of the following applies:

- Has failed to comply with specified provisions of the Secondhand Dealers Law, such as those discussed under “**Process regulations**,” below; or
- Has been convicted of or pled guilty to any of the following offenses: theft of a catalytic converter, complicity in the unlawful sale of a catalytic converter, or receiving a stolen catalytic converter.<sup>16</sup>

In addition, the bill requires the DPS Director to suspend a license for certain other violations. The bill indicates that its suspension provisions apply to scrap metal dealers, bulk merchandise container dealers, motor vehicle salvage dealers, motor vehicle collision repair operators, and motor vehicle window tint operators.<sup>17</sup> However, the application of these provisions is unclear. Because scrap metal dealers and bulk merchandise container dealers are the only ones licensed by the DPS Director, and because a licensing authority such as the Director typically is not authorized to suspend a license issued by another licensing authority, it appears likely that scrap metal dealers and bulk merchandise container dealers are the only ones to which the bill’s suspension provisions apply. Therefore, this report discusses only those two types of licensees with respect to suspension.

Under the bill, a scrap metal dealer’s or bulk merchandise container dealer’s license must be suspended for failure to prepare and submit to the DPS Director a daily report of records that must be kept under continuing law. The bill requires these records to include a copy of each check the licensee issues as payment for a catalytic converter (see “**Payment by check and recordkeeping**,” below). The bill allows the holder of such a suspended license to petition the Director for reinstatement not more than once every 90 days and to appeal the Director’s determination in accordance with the Administrative Procedure Law.<sup>18</sup>

The bill also subjects a scrap metal dealer or bulk merchandise container dealer to mandatory license suspension if the Director conducts an investigation authorized under the bill resulting in a determination that the dealer has violated specified provisions of the Secondhand Dealer Law. On evidence that the licensee has remedied the violation, the license must be reinstated. However, if in any subsequent investigation the Director finds that the dealer has committed a subsequent violation of any provision of the Secondhand Dealer Law, the dealer’s license must be revoked.<sup>19</sup>

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<sup>16</sup> R.C. 4737.045(H), 4737.99(G), 4738.07(A) and (B), 4738.12, and 4775.09(F).

<sup>17</sup> R.C. 4737.04(E), 4737.041(B), and 4737.046(A) and (C).

<sup>18</sup> R.C. 119.12, not in the bill, and 4737.04(E).

<sup>19</sup> R.C. 4737.046(A) and (C).

## Process regulations

The state's policy does not provide specific guidance as to when a regulation of process is the best means of protecting the health, safety, and welfare of consumers. However, the policy as a whole suggests that regulations of process are the most preferred method of regulation when market competition, ratings and reviews, private certifications, private causes of action, and actions under the state's Consumer Sales Practices Law do not provide sufficient protection.<sup>20</sup>

Whether these mechanisms are a sufficient means of protecting consumers is a policy decision. However, process regulations are common under continuing Ohio law. For example, a junk yard operator that constructs a fence around the premises must ensure that the fence is nontransparent, kept in good repair, and free of advertisements other than the operator's name and business.<sup>21</sup>

The bill generally increases restrictiveness by establishing several new process regulations for all of the following occupational entities with respect to catalytic converter transactions: scrap metal dealers, bulk merchandise container dealers, junk yard operators, motor vehicle collision repair operators, and motor vehicle window tint operators.<sup>22</sup> For brevity, this report's discussion of process regulations refers to them as scrap metal dealers "and other specified entities."

Note that the bill appears to subject bulk merchandise container dealers to all of these process regulations.<sup>23</sup> However, because continuing law defines "bulk merchandise container" as "a plastic or wooden carrier or holder used by a manufacturer or distributor to transport merchandise to wholesale and retail outlets," it appears somewhat unlikely that dealers of those containers would become involved in catalytic converter transactions.

Note also that the bill also appears to subject motor vehicle salvage dealers to these process regulations. However, the bill prohibits a motor vehicle salvage dealer from purchasing or accepting a catalytic converter. Therefore, it appears that subjecting such a dealer to process regulations governing catalytic converter purchasers or receivers is inconsistent with this prohibition.<sup>24</sup> Therefore, this report's discussion of process regulations and related penalties generally excludes motor vehicle salvage dealers.

### Evidence of ownership

The bill increases restrictiveness by requiring a scrap metal dealer or other specified entity that purchases or receives a catalytic converter to do one of the following:

- Obtain specified types of proof that the catalytic converter's seller or provider owns it; or

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<sup>20</sup> R.C. 4798.01, not in the bill.

<sup>21</sup> R.C. 4737.09, not in the bill.

<sup>22</sup> R.C. 4737.04 and 4737.041.

<sup>23</sup> R.C. 4737.041(B).

<sup>24</sup> R.C. 4737.041(B) and 4738.03(A).

- If the seller or provider cannot produce such proof of ownership, accept a completed, signed affidavit from the seller or provider that states the reasons for that inability and includes any other information and documents that the DPS Director requires.<sup>25</sup>

### **Payment by check and recordkeeping**

Another way the bill increases restrictiveness is by requiring scrap metal dealers and other specified entities that buy a catalytic converter to issue a check as payment for it and to maintain copies of the checks.<sup>26</sup>

Under continuing law, scrap metal dealers must do all of the following:

- Maintain records regarding articles purchased or received in the course of daily business;
- Prepare and electronically transfer to the DPS Director a related daily electronic report; and
- Make the records available to law enforcement.

The bill includes the copies of checks in these recordkeeping-related requirements and applies continuing law's recordkeeping requirements to other specified entities with respect to the purchase or receipt of used catalytic converters.<sup>27</sup>

### **Submittal of identification and other information to Director**

The bill requires a scrap metal dealer or other specified entity, when selling or transferring a catalytic converter to a nonindividual, to provide the Director with the dealer's or entity's federal employer identification number and permanent physical address (which must not be a post office box), a copy of its primary owner's driver's license or state identification card, and any other information the Director requires.<sup>28</sup>

Note that because there may be situations in which motor vehicle salvage dealers lawfully may sell or transfer catalytic converters (even though the bill prohibits them from purchasing or accepting one that is detached from a vehicle), this requirement appears to apply to them.

### **Other requirements**

Additionally, the bill increases restrictiveness by requiring a scrap metal dealer or other specified entity to do all of the following:

- Take a photograph of each catalytic converter it purchases or receives;
- Withhold payment for the purchase of a catalytic converter for two days after the day of purchase;

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<sup>25</sup> R.C. 4737.041(A), (B), and (C).

<sup>26</sup> R.C. 4737.041(A).

<sup>27</sup> R.C. 4737.04(C) and 4737.041(B).

<sup>28</sup> R.C. 4737.04(K) and 4737.041(B).

- On receiving a catalytic converter that was stolen, make specified records available to the lawful owner for inspection.<sup>29</sup>

### **Prohibitions**

Another way the bill increases restrictiveness is by prohibiting the other specified entities from taking any of the following actions that scrap metal dealers are prohibited from taking under continuing law:

- Purchasing or receiving more than one catalytic converter per day from the same person except from a motor vehicle dealer;
- Purchasing or receiving a catalytic converter from a person who does either of the following: (1) refuses to show the dealer the person's personal identification card or (2) refuses to allow the dealer to take the person's photograph when the person is selling or giving the dealer a catalytic converter; or
- Purchasing or receiving a catalytic converter from any person identified on an available list compiled by law enforcement of known thieves or receivers of stolen property.<sup>30</sup>

### **Exemptions**

The bill increases restrictiveness by eliminating an exemption for sales of catalytic converters between a scrap metal dealer and a motor vehicle dealer from reporting, recordkeeping, and other process requirements that apply to scrap metal dealers under continuing law. In addition, the bill clarifies that continuing exemptions in the Secondhand Dealers Law do not apply to sales or donations of catalytic converters.<sup>31</sup> Furthermore, the bill increases restrictiveness by shifting, from the seller to a scrap metal dealer or other purchaser, the burden of providing evidence that a transaction satisfies a continuing exemption.<sup>32</sup>

### **License posting requirement**

The bill requires scrap metal dealers and bulk merchandise container dealers to post a copy of the dealer's license in a conspicuous place on the dealer's premises. This does not appear to increase restrictiveness, as continuing law requires the dealer to prominently display a copy of the dealer's annual registration certificate. While the bill imposes a civil penalty of \$500 for failing to display, continuing law imposes a tiered criminal penalty for failing to display, ranging from a first degree misdemeanor for a first violation to a fourth degree felony and a 90-day suspension for a second and subsequent violation.<sup>33</sup>

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<sup>29</sup> R.C. 4737.04(I) and 4737.041(A).

<sup>30</sup> R.C. 4737.04(F) and 4737.041(B).

<sup>31</sup> R.C. 4737.043.

<sup>32</sup> R.C. 4737.04(F).

<sup>33</sup> R.C. 4737.04(G), 4737.045(D), and 4737.99.



## Penalties

The bill increases restrictiveness by establishing new prohibitions and related penalties as summarized in the table below.

Subject Entities	Violation	Penalty
Any person (R.C. 2913.02(B))	Theft of a catalytic converter (R.C. 2913.02(B))	Fifth degree felony  With prior conviction or guilty plea for violating the Robbery, Burglary, Trespass, and Safecracking Law or the Theft and Fraud Law: fourth degree felony  (R.C. 2913.02(B))
Business entities (R.C. 2913.02(B))	Enterprise theft of a catalytic converter (R.C. 2913.02(B))	Fine ranging from \$10,000 to \$50,000  (R.C. 2913.02(B))
Scrap metal dealers, bulk merchandise container dealers, junk yard operators, motor vehicle collision repair operators, and motor vehicle window tint operators (R.C. 4737.04(E) and 4737.041(B))	Failure to prepare and electronically transfer to the Director a daily electronic report of the previous day's retail transactions, including copies of checks issued as payment for catalytic converters  For subject entities other than scrap metal dealers, the failure must be committed recklessly to trigger the penalty  (R.C. 4737.04(E) and 4737.041(B))	\$500 civil penalty plus an additional \$500 fine for each day the violation continues.  (This is in addition to continuing law's criminal penalties ranging from a first degree misdemeanor to a fourth degree felony and a possible 90-day license suspension.)  (R.C. 4737.04(E) and 4737.99(C))
Scrap metal dealers and bulk merchandise container dealers (R.C. 4737.046(F))	Doing any of the following when applying for an initial or renewed license: <ul style="list-style-type: none"> <li>▪ Engaging in fraud;</li> <li>▪ Knowingly providing false information; or</li> <li>▪ Knowingly failing to disclose relevant information that would result in licensure denial or nonrenewal</li> </ul>	Both of the following:  \$500 civil penalty  \$25 to \$1,000 criminal fine plus the costs of prosecution  (R.C. 4737.046(F) and 4737.99(A))

Subject Entities	Violation	Penalty
	<i>(R.C. 4737.046(F))</i>	
Business entities <i>(R.C. 4739.99(C))</i>	Noncompliance with specified provisions of the Secondhand Dealers Law, such as those discussed under “ <b>Process regulations</b> ,” above <i>(R.C. 4739.99(C))</i>	Fine ranging from \$10,000 to \$50,000 per violation in lieu of the current criminal fines ranging from not more than \$5,000 to \$10,000 <i>(R.C. 4739.99(C))</i>
Scrap metal dealers and bulk merchandise container dealers <i>(R.C. 4737.046(E))</i>	Acting as a scrap metal dealer or bulk merchandise container dealer without a license <i>(R.C. 4737.046(E))</i>	All of the following: <ul style="list-style-type: none"> <li>▪ An injunction ordering cessation of the violation;</li> <li>▪ A \$10,000 civil penalty;</li> <li>▪ A separate \$1,000 civil penalty for each consecutive day of violation after the first.</li> </ul> <p>(If the Attorney General must collect the penalty due to nonpayment, the violator additionally must pay fees covering the collection costs.)</p> <p>(This is in addition to continuing law’s criminal penalty of a fifth degree felony and enjoinder from engaging in the business.)</p> <p><i>(R.C. 4737.046(E) and 4737.99(D))</i></p>
Scrap metal dealers and bulk merchandise container dealers <i>(R.C. 4737.046(D))</i>	Undertaking activities for which a license is required during a period of license suspension or revocation <i>(R.C. 4737.046(D))</i>	Both of the following: <ul style="list-style-type: none"> <li>▪ An injunction ordering cessation of the violation;</li> <li>▪ \$25 to \$1,000 criminal fine plus the costs of prosecution.</li> </ul> <p><i>(R.C. 4737.046(D) and 4737.99(A))</i></p>
Motor vehicle salvage dealers <i>(R.C. 4738.03(A))</i>	Purchasing or accepting a catalytic converter <i>(R.C. 4738.03(A))</i>	All of the following:

Subject Entities	Violation	Penalty
		<ul style="list-style-type: none"> <li>▪ Second degree misdemeanor on a first offense;</li> <li>▪ First degree misdemeanor on each subsequent offense;</li> <li>▪ Attorney General action to restrain the act, including a civil penalty of not more than \$5,000 for each day that the dealer violates a related restraining order or injunction.</li> </ul> <p><i>(R.C. 4738.13 and 4738.99(A), not in the bill)</i></p>

## IMPACT STATEMENT

### Opportunities for employment

The bill is not expected to have a significant impact on employment opportunities in the affected professions. Scrap metal dealers, bulk merchandise container dealers, motor vehicle salvage dealers, junk yard operators, motor vehicle collision repair operators, and motor vehicle window tint operators are already subject to state or local licensure under current law. Although the bill imposes additional regulatory requirements and penalties, these changes are not anticipated to increase barriers to entry for new businesses or individuals.

### Consumer choice

The bill may limit consumer choices for selling used catalytic converters by imposing stricter eligibility and documentation rules. Individuals may face more hurdles when disposing of used parts, especially through informal or secondary markets. However, the bill could also promote more transparent transactions, benefiting consumers in the long run.

### Market competition

By increasing regulatory oversight and establishing consistent documentation and reporting requirements, the bill may reduce the presence of unlicensed or noncompliant actors in the catalytic converter resale market. While this could reduce competition in the short term, licensed and compliant recyclers and scrap yards may gain a competitive advantage.

### Cost to government

The bill would impose administrative and enforcement costs on state and local governments, primarily for overseeing and tracking catalytic converter sales; however, these

costs would be partially offset by associated fees, fines and court costs. For further details, please refer to the [LBO fiscal note \(PDF\)](#).

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## SUMMARY OF PROPOSED REGULATIONS

### Investigations

The bill authorizes the Director to investigate, after consultation with local law enforcement, any of the following entities as well as any of their employees, officers, or agents: scrap metal dealers, bulk merchandise container dealers, junk yard operators, motor vehicle salvage dealers, motor vehicle collision repair operators, and motor vehicle window tint operators. As part of the investigation, the entity's premises may be searched between 8:00 a.m. to 5:00 p.m. on weekdays or during a person's regular work hours. The Director may subpoena witnesses or compel the productions of documents or records pertaining to the investigation, and noncompliance may constitute contempt of court.<sup>34</sup>

### Prohibitions applicable to sellers

The bill imposes new prohibitions on catalytic converter sellers and establishes related penalties regarding both of the following:

- Making a false statement on an affidavit the seller gives the purchaser or receiver in lieu of evidence that the seller owns the catalytic converter;<sup>35</sup>
- Being complicit in a purchaser or receiver's failure to verify the seller's identity or ownership of the catalytic converter.<sup>36</sup>

For a complete explanation of the bill, please see the [LSC bill analysis \(PDF\)](#)

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<sup>34</sup> R.C. 4737.046(A) and (B).

<sup>35</sup> R.C. 4737.041(C).

<sup>36</sup> R.C. 4737.99(C) and (G).

## COMPARISON TO OTHER STATES

All of the states surrounding Ohio regulate transactions involving detached catalytic converters. A summary of these regulations is included in the table below.

Regulations involving detached catalytic converter transactions				
State	Regulated Entities	Must regulated entities obtain identification from seller?	Must regulated entities comply with payment restrictions?	Must regulated entities keep records of the transaction?
<b>Ohio (under the bill)</b>	Scrap metal dealers, bulk merchandise container dealers, junk yard operators, motor vehicle collision repair operators, and motor vehicle window tint operators <i>(R.C. 4737.04 and 4737.041)</i>	Yes; they are prohibited from purchasing or receiving a catalytic converter from a person who does either of the following: (1) refuses to show the dealer the person's personal identification card, or (2) refuses to allow the dealer to take the person's photo <i>(R.C. 4737.04(F) and (I), 4737.041(B))</i>	Yes; they must pay by check and must withhold the payment for two days after the day of purchase <i>(R.C. 4737.041(A) and (B))</i>	Yes; they must maintain specified records for one year, such as copies of checks issued as payment for catalytic converters, the seller's or giver's photo, and copies of the seller's or giver's identification card <i>(R.C. 4737.04(C) and 4737.041)</i>
<b>Indiana</b>	Automotive salvage recyclers <i>(Ind. Code 9-32-9-14.5 and 25-37.5-1-2)</i>	Yes; they must see the seller's government-issued photo identification <i>(Ind. Code 9-32-9-14.5 and 25-37.5-1-2)</i>	Yes; when purchasing a detached catalytic converter valued at \$25 or more, they must pay by check <i>(Ind. Code 9-32-9-14.5(b))</i>	Yes; they must maintain specified records for two years, such as the seller's Social Security number, the price paid, and photos of catalytic converter and of the seller

Regulations involving detached catalytic converter transactions				
State	Regulated Entities	Must regulated entities obtain identification from seller?	Must regulated entities comply with payment restrictions?	Must regulated entities keep records of the transaction?
				<i>(Ind. Code 9-32-9-14.5 and 25-37.5-1-2)</i>
<b>Kentucky</b>	Recyclers, metal or junk dealers, secondhand articles dealers, bottle or rag vendors, and collectors or dealers of articles found in ashes or trash, regardless of whether they have an established place of business <i>(Ky. Rev. Stat. 433.890)</i>	Yes; they must obtain a copy of the seller's government-issued identification card or document with similar information <i>(Ky. Rev. Stat. 433.890)</i>	Yes, but the restrictions apply only to secondary metal recyclers; they must pay by check not sooner than one day after the purchase <i>(Ky. Rev. Stat. 433.900 and 433.904)</i>	Yes; they must keep specified documentation for two years, such as the price paid and copy of the seller's photo identification <i>(Ky. Rev. Stat. 433.890)</i>
<b>Michigan</b>	Scrap metal dealers <i>(Mich. Comp. Laws 445.426 and 445.427)</i>	Yes; they must (except in transactions with an industrial or commercial customer) obtain the name and address, legible thumbprint, and a digital photo of the seller or other person delivering the catalytic converter <i>(Mich. Comp. Laws 445.427)</i>	Yes; they must pay using one of the following methods: (1) direct deposit or electronic transfer to the seller's account at a financial institution, (2) a check or money order, or (3) an electronic payment card or encrypted receipt  If the purchase price is \$25 or more (or if the purchase price for all the seller's purchase transactions in a business day	Yes; they must keep specified documentation for one year, such as the price paid, a photo of the seller or other delivery person, and the seller's and delivery person's name and address <i>(Mich. Comp. Laws 445.427)</i>

Regulations involving detached catalytic converter transactions				
State	Regulated Entities	Must regulated entities obtain identification from seller?	Must regulated entities comply with payment restrictions?	Must regulated entities keep records of the transaction?
			are \$25 or more), they must mail payment to the seller <i>(Mich. Comp. Laws 445.426)</i>	
<b>Pennsylvania</b>	Scrap processor and recycling facility operators <i>(73 Pa. Cons. Stat. § 1943.3 and 1943.5)</i>	Yes; they must obtain a copy of the seller's driver's license <i>(73 Pa. Cons. Stat. § 1943.3 and 1943.5)</i>	No, but they must, when payment is made in cash, develop methods of tracking a transaction that include obtaining the seller's signature on a receipt <i>(73 Pa. Cons. Stat. § 1943.3)</i>	Yes; they must keep specified documentation for two years, such as the price paid and a photocopy of the seller's driver's license <i>(73 Pa. Cons. Stat. § 1943.3 and 1943.5)</i>
<b>West Virginia</b>	Scrap metal or used auto parts dealers, salvage yard owners or operators, and any public or commercial recycling facility owner or operator <i>(W.Va. Code § 61-3-49)</i>	Yes; they must obtain a copy of the seller's driver's license or government-issued identification card and a clear fingerprint from the person delivering the catalytic converter <i>(W.Va. Code § 61-3-49)</i>	Yes; they must pay by check <i>(W.Va. Code § 61-3-49).</i>	Yes; they must keep specified documentation for three years, such as a photocopy of the seller's driver's license or identification card <i>(W.Va. Code § 61-3-49)</i>