

# MAINE STATE LEGISLATURE

The following document is provided by the  
**LAW AND LEGISLATIVE DIGITAL LIBRARY**  
at the Maine State Law and Legislative Reference Library  
<http://legislature.maine.gov/lawlib>



Reproduced from electronic originals  
(may include minor formatting differences from printed original)

# Catalytic Converter Working Group Report and Recommended Solutions

In Response to L.D. 796

"An Act to Restrict Sales of Catalytic Converters Removed from  
Motor Vehicles"



Prepared by the Secretary of State for the  
Joint Standing Committee on Transportation  
130<sup>th</sup> Maine Legislature

Bureau of Motor Vehicles  
Division of Enforcement, Anti-Theft and Regulations



## Contents

<b>Legislative Directive</b> .....	1
<b>Background Information</b> .....	1
<b>Challenges</b> .....	3
<b>Working Group Process</b> .....	3
Working Group Meeting 1.....	3
Catalytic Converter Marking Methods. ....	4
Survey .....	4
Working Group Meeting 2.....	5
Working Group Meeting 3.....	5
<b>Working Group Recommendations.</b> .....	5
Recommendations for Marking Catalytic Converters. ....	5
Benefits of Implementation.....	6
Recommendations for Purchasing Catalytic Converters and Contents. ....	7
Benefits of Implementation.....	7
Recommendations for the Transportation of Catalytic Converters. ....	8
Benefits of Implementation.....	8
Recommendations for Disposal of Unmarked Catalytic Converters.....	8
Benefits of Implementation.....	8
Recommendations for Revisions to the Scrap Metal Laws. ....	9
Benefits of Implementation.....	9
<b>Enforcement Authority Recommendation</b> .....	10
<b>Staffing Recommendation</b> .....	10
<b>Conclusion</b> .....	10

Appendix A - Survey Results .....	11
Appendix B – Catalytic Converter Marking .....	12
Appendix C – List of Working Group Members .....	14

### **Legislative Directive:**

As directed by the Joint Standing Committee on Transportation during the first regular session of the 130<sup>th</sup> Legislature, the Bureau of Motor Vehicles convened a working group to discuss and identify potential solutions to the issues surrounding the theft and illegal sale of catalytic converters as directed in LD 796.

The Bureau of Motor Vehicles, Division of Enforcement, Anti-Theft & Regulations is responsible for the enforcement and regulation of various laws and rules related to licensed automobile dealers and recyclers in the State of Maine. The sale of motor vehicles and motor vehicle parts falls under the purview of the unit. Additionally, the unit specializes in the investigation of motor vehicle crimes including auto theft, stolen parts, and more.

The Division of Enforcement, Anti-Theft & Regulations was assigned to convene the working group to analyze the scope of the catalytic converter problem and develop legislation to combat the theft and illegal sales of catalytic converters in the State of Maine. The working group was chaired by the Director of the Division of Enforcement, Anti-Theft & Regulations. The bureau's salvage unit also participated in the working group.

A variety of stakeholders were represented on the working group. Industry stakeholders included representatives from the salvage, scrap metal, and dealer industries. Other stakeholders included representatives from law enforcement and prosecutors. The stakeholders provided ideas and suggestions on how to implement new regulations and anti-theft provisions to combat the theft and illegal sale of catalytic converters.

A list of working group members is attached in Appendix C.

### **Background Information:**

Catalytic converters are an important part of the exhaust and emission system of a motor vehicle. The catalytic converter contains a catalyst for converting pollutant gases into less harmful ones. The contents of a catalytic converter consist of various precious metals including platinum, palladium, rhodium, copper, nickel, cerium, iron, and manganese. The presence of these precious metals in a catalytic converter makes them highly desirable for thieves who illegally detach the catalytic converters and sell them to buyers who process the catalytic converters and extract the precious metals.

In recent years the incidents of catalytic converter thefts have risen significantly. The rise in thefts is largely driven by the increase in the market value of the metals included within the catalytic converters. The market values for the common metals found in catalytic converters in December 2021 are as follows:

- Platinum \$957.90 per ounce
- Palladium \$1842.66 per ounce

- Rhodium \$11,500 per ounce
- Copper \$3.75 per pound
- Nickel \$3.97 per pound
- Cerium \$0.0001037 per ounce
- Light Iron \$00.01 per pound
- Manganese \$4.94 per metric ton

The individual recyclers in the State of Maine utilize refineries to set a value on catalytic converters. The value of catalytic converters is determined by the year, make and model of the vehicle in which the part is attached to. The geographic region where the catalytic converter is sold is also factored into the price. These prices are often found in a web-based location used by recyclers to purchase catalytic converters.

Thieves detach catalytic converters from vehicles parked in various locations including driveways, parking lots, auto auctions, dealers and salvage yards. The detached catalytic converters are sold by thieves to licensed and unlicensed buyers for profit. Often buyers of detached catalytic converters are based out of state. Large quantities of catalytic converters are purchased in state and transported across state lines without adhering to Maine laws, regulations, and licensing requirements.

The ability to make a substantial profit on acquiring and reselling catalytic converters without a license has created a large volume of unlicensed activity. Social media has numerous listings for private individuals that openly solicit the purchase of catalytic converters. These unlicensed recyclers acquire catalytic converters, many of which are likely stolen, and they resell them to licensed facilities for a profit. There is the potential for unlicensed individuals to make significant profits without paying the licensing fees and other business expenses associated with licensed business. For example, in 2021, Division of Enforcement, Anti-Theft & Regulations detectives investigated the activity of one unlicensed individual and discovered that they sold 1107 catalytic converters to a licensed facility and received \$285,430 in payment.

Unlicensed activity is spurred by the relative ease of stealing catalytic converters without being detected and the lack of regulations and penalties for engaging in recycler activity without a license. The cost to victims and insurance companies for a singular catalytic converter theft can be over one thousand dollars which includes the replacement cost and the loss of the use of the motor vehicle until it is repaired.

## **Challenges:**

Many challenges hinder the effective enforcement and deterrence of catalytic converter thefts and illegal sales including the following:

- The industry does not require standardized identifying marks to be placed on a catalytic converter to associate the part with a specific vehicle identification number. The absence of a unique part identifier makes it difficult or impossible for law enforcement to connect a catalytic converter to a specific vehicle. Without tying a detached catalytic converter to a specific vehicle, it is problematic to identify the victim of the theft, thereby resulting in prosecution challenges. Clear regulations are needed to establish procedures for the marking of catalytic converters.
- The absence of laws related to the transportation and possession of catalytic converters makes proactive enforcement extremely challenging. Existing laws do not identify who can be in possession of detached catalytic converters. Adequate enforcement provisions are needed to allow law enforcement to detect and deter illegal activity.
- The existing laws associated with the purchase and sale of catalytic converters are insufficient to address the concerns related to licensed and unlicensed transactions. The absence of clear definitions of catalytic converter, seller and buyer create issues when applying the scrap metal statutes to unlicensed activity. Business record statutes are insufficient for the tracking, purchase and sale of catalytic converters and are inconsistent with records related to licensed recyclers. Clear regulatory standards are needed to govern the purchase and sale of catalytic converters.
- There is insufficient regulatory oversight. Current scrap metal laws are established in Title 30-A M.R.S. Chapter 183 Subchapter 1-A. No specific agency has been tasked with the oversight, hindering proactive enforcement to ensure compliance by licensed entities. Provisions need to be added to existing laws that bring the purchase and sale of vehicles or vehicle parts by a scrap processor under the regulatory authority of a recycler license issued by the Secretary of State.

## **Working Group Process:**

The Division of Enforcement, Anti-Theft & Regulations hosted three working group meetings via zoom with the stakeholders to discuss issues related to catalytic converter thefts and illegal catalytic converter sales.

### Working Group Meeting 1

The first meeting was held on October 14, 2021. During this meeting, introductions were made for all in attendance. The working group discussed various law enforcement and industry concerns related to catalytic converters. The scope of the catalytic converter problem was



identified, and information was shared on how other jurisdictions have attempted to address the problems related to catalytic converter thefts. Significant attention was given to the marking of detached catalytic converters. Methods of marking catalytic converters and possible procedures were discussed. It was generally agreed that marking detached catalytic converters should be required in the State of Maine.

#### Catalytic Converter Marking Methods

Following the first meeting, the Division of Enforcement, Anti-Theft & Regulations conducted an experiment in which catalytic converters with various wear conditions were marked using different methods. Techniques applied included engraving, chemical etching, paint pen, stamping and permanent marker. Engraving emerged as the most viable option with a total time of one minute and forty-five seconds on a detached catalytic converter. This technique proved to be the least susceptible to tampering or removal and easy to implement. See attached Appendix B for the full report on catalytic converter marking.

#### Survey

A survey was issued to all Maine law enforcement agencies that solicited input into the number of reported thefts from each jurisdiction in the last three years. The survey asked for the agency name and the total number of reported theft complaints involving catalytic converters they handled during the calendar years of 2019, 2020 and 2021.

Maine police agencies report their theft statistics to the Federal Bureau of Investigation using the Unified Crime Reporting System (UCR). The UCR handbook includes theft of motor vehicle parts as a Part II offense. Due to the difference in reporting databases used by Maine law enforcement agencies, there is a vast difference in how catalytic converters are recorded. Each reporting officer may enter the vehicle part type differently making it hard to track the specific item effectively.

In total, 30 agencies responded to the survey from approximately 134 Maine police agencies, which handle direct theft complaints of catalytic converters. The approximate completion rate for the survey was 22%. The following are the total number of thefts reported on the survey by calendar year:

- **2019** = 30
- **2020** = 270 (one incident included the theft of 113 total catalytic converters)
- **2021** = 367

Based on the reported results, the survey showed an 900% increase in catalytic converter theft complaints between 2019 and 2020 and a 36% increase between 2020 and 2021. The overall increase in the study years examined was 1,223%.

The average replacement costs of a stolen catalytic converter range between \$1,000 and \$3,000 depending on several factors including the year, make, and model of the vehicle.<sup>1</sup> With this calculation, the average replacement costs affecting Maine vehicle owners in 2021 is between \$367,000 and \$1,101,000 based upon reports. Given that only 22% of law enforcement agencies responded to the working group survey, estimated losses to Maine vehicle owners are presumed to be much higher. See Appendix A for full survey results.

### Working Group Meeting 2

The second meeting was held on October 28, 2021. During the meeting, the working group discussed various new law proposals that were submitted by the members of the working group that addressed the identified issues from the first meeting. Industry concerns and law enforcement considerations were balanced with the need for regulatory oversight, and recommendations were made for new catalytic converter law proposals.

### Working Group Meeting 3

A final meeting of the working group was held on November 16, 2021. The working group reviewed the proposed legislative changes and provided feedback. The working group was updated on the results of the survey and was provided with an explanation of the findings of the salvage unit's catalytic converter marking project. The working group also discussed the resources that would be needed to adequately enforce the new law proposals.

### **Working Group Recommendations:**

The following is a list of recommended revisions to Title 29-A M.R.S. Chapter 9.

These recommended changes to Maine statute would establish regulations for the marking, possession, and transportation of catalytic converters; improve licensing requirements related to the purchase and sale of catalytic converters and their contents; and provide law enforcement and prosecutors with tools to combat the theft of catalytic converters.

#### Recommendations for Marking Catalytic Converters:

1. All catalytic converters that are detached from a motor vehicle should be required to be marked at the time of detachment. The marking should consist of an engraved full vehicle identification number of the vehicle that the catalytic converter was removed from. The person removing the catalytic converter should be responsible for marking the part.
2. An exception to the full vehicle identification number should be allowed for licensed recyclers who are removing catalytic converters from vehicles that they are purchasing as whole vehicles. Recyclers who remove catalytic converters should be allowed to engrave

---

<sup>1</sup>Advanced Auto Parts, "How Much Does It Cost to Replace A Catalytic Converter?" accessed December 6, 2021, <https://shop.advanceautoparts.com/r/advice/car-maintenance/how-much-does-it-cost-to-replace-a-catalytic-converter>.

a stock number and their license number in place of a full vehicle identification number, so that the part can be processed in the same manner as the other parts removed from the motor vehicle.

3. Licensed dealers should be required to mark catalytic converters with full vehicle identification numbers before the sale of a vehicle.
4. It should be a violation for anyone to intentionally mismark a catalytic converter or to remove or deface a catalytic converter that has been marked.
5. It should be a violation to possess detached catalytic converters that are not marked according to the provisions of law.

### Benefits of Implementation

Current industry standards do not require catalytic converters to be marked. Without a unique identification number that connects a catalytic converter to a specific vehicle, it is very difficult to match a specific detached catalytic converter with the vehicle in which it was removed. Marking a catalytic converter with vehicle identification numbers allows law enforcement and regulatory agents to track a catalytic converter back to its vehicle of origin and determine lawful possession of the catalytic converter. This information is essential to effectively determine the victim in a theft investigation and therefore tie a specific catalytic converter to a specific theft. Once theft charges have been issued, law enforcement can request restitution for the victim of the theft.

Marking requirements also enhance regulatory provisions in place for tracking the sale and purchase of catalytic converters. Using engraving as the marking mechanism ensures that the markings cannot be easily removed without a trace.

By marking the catalytic converter at the dealership, it provides vehicle identification numbers on vehicles while they are still viable for sale. Vehicles are already required to be put on a lift and inspected before sale. At that time the catalytic converter is easily accessible and can be engraved with minimal negative consequences for the dealer. Requiring licensed dealers to mark catalytic converters would increase the chances that law enforcement would be able to recover stolen catalytic converters and identify specific victims of catalytic converter theft.

Already marked catalytic converters would aid in the investigation into catalytic converter thefts from dealerships as well as from consumers. Additionally, converters that are already marked would be easier to process by individuals that are removing the part for repair or purchasing them as a recycler.

Adding violation provisions for possessing unmarked catalytic converters and provisions for mismarking or removing identification numbers on catalytic converters would provide a tool for law enforcement to ensure accountability for theft and fraudulent activity.

## Recommendations for Purchasing Catalytic Converters and Contents

1. Only a licensed recycler should be authorized to purchase or acquire detached catalytic converters or their contents.
2. Recyclers should not be allowed to purchase or acquire a detached catalytic converter or remove the contents from a detached catalytic converter unless it has been clearly marked with the full vehicle identification number of the vehicle in which it was removed.
3. Recyclers should be required to report information about the purchase of a detached catalytic converter to a regional property and recovery tracking system administered by a regional law enforcement support organization.

## Benefits of Implementation

Only by limiting the purchase and acquisition of detached catalytic converters and catalytic converter contents to licensed recyclers, can the movement of catalytic converters be controlled. Including the requirements for catalytic converter contents would close potential loopholes for businesses that specialize in the removal of the contents without purchasing whole catalytic converters. Licensed recyclers are required to adhere to standardized laws and rules that outline how a catalytic converter can be purchased. Additionally, record requirements are in place for licensed recyclers that allow for the tracking of an item back to the seller. These records are essential in theft investigations involving stolen catalytic converters that are sold to legitimate businesses. Further, license requirements provide law enforcement a tool for holding individuals acting without a license accountable for engaging in recycler activity without a license.

Limiting licensed recyclers to the purchase of only marked detached catalytic converters would ensure that marking requirements are adhered to at the time of removal. Catalytic converters that are marked with full vehicle identification numbers would also enhance the quality of information that is contained in dealer records resulting in better information sharing with law enforcement investigating catalytic converter thefts.

The working group agreed that requiring recyclers to report purchase information to a regional property and recovery tracking system administered by a regional law enforcement support organization would allow law enforcement to track the sale of catalytic converters and look for illegal sales and unlicensed activity. The use of a regional property and recovery tracking system administered by a regional law enforcement support organization ensures that proprietary information remains confidential. The use of a standardized reporting system also reduces the repeated requests for information regarding recycler records by different law enforcement agencies investigating thefts in different jurisdictions. Pawnshops in Maine are already required to report sale information to a regional property and recovery tracking system. Additionally, some Maine municipalities already mandate that the licensed recyclers within their jurisdictions report sale data to a centralized tracking system.

A pilot project is currently in progress involving the use of a regional property and recovery tracking system that is being tested by six licensed recyclers. The program is offered at no cost to the business and can be used as a record management system for the business. There are no technology requirements except to have a computer with internet access. The system is designed to fulfill all of the recycler records requirements. This program safeguards all proprietary information for the businesses. The program can be easily modified to track the requirements for purchasing catalytic converters.

#### Recommendations for the Transportation of Catalytic Converters

1. A person that is transporting one or more detached catalytic converters should be required to allow law enforcement to inspect the parts upon request. With the exception of regulatory agents, the inspection of the catalytic converters in transit by law enforcement should be pursuant to a lawful stop for another statutory offense.
2. A licensed recycler that is transporting one or more detached catalytic converters should be required to allow law enforcement to inspect the parts upon request.
3. Recyclers utilizing stock numbers and license numbers in place of full vehicle identification numbers should be required to provide a manifest to law enforcement officers upon request that includes the full vehicle identification numbers for each catalytic converter along with the stock numbers.

#### Benefits of Implementation

Creating regulations for the transportation of catalytic converters would provide law enforcement officers with tools to detect and deter illegal activity. Requiring the inspection of catalytic converters in transit for individuals and recyclers would allow law enforcement to ensure compliance with marking provisions and provide a way to check the items against stolen records.

By creating a requirement for recyclers transporting detached catalytic converters marked with stock numbers and recycler license numbers to include a manifest, would allow law enforcement to ensure compliance and provide a way to check the items against stolen records.

#### Recommendation for the Disposal of Unmarked Catalytic Converters

All unmarked catalytic converters that have been seized by law enforcement should become the property of the Secretary of State. The Secretary of State should mark the catalytic converters before disposal. A licensed recycler would be authorized to dispose of the catalytic converters that have been marked by the Secretary of State.

#### Benefits of Implementation

Creating laws and rules directed at combating catalytic converter theft and illegal sales activity would lead to an increase in seized catalytic converters. Many catalytic converters that are seized by law enforcement would be unmarked causing them to be ineligible for disposal through licensed recyclers. Unmarked catalytic converters that have been seized would need a

mechanism to be marked and transferred to a licensed recycler for disposal. Designating the Secretary of State as the instrument for facilitating the marking and disposal of catalytic converters would ensure standardization and accountability for the process. The Secretary of State is responsible for the licensing of recyclers and is the agency best suited to create rules related to the disposal of unmarked catalytic converters. The proceeds from the disposal of the catalytic converters could be directed to the Maine Highway Fund.

The following is a list of proposed revisions to Title 30-A M.R.S. Chapter 183 Subchapter 1-A to create new laws directed toward regulating the purchase and sale of catalytic converters.

#### Recommendations for Changes to Scrap Metal Laws

1. Add a definition of a catalytic converter and update existing statutes to clarify language for scrap metal processors and sellers.
2. Revise scrap metal statutes to clarify that the purchase and sale of motor vehicles and motor vehicle parts require the scrap metal processor to be licensed as a recycler.
3. Add record requirements for the purchasing of detached catalytic converters to include the recording of the markings on the detached catalytic converter. Revise existing scrap metal records requirements to identify the records that are required for retail and wholesale purchases and ensure that the retention period is consistent with record requirements in 29-A M.R.S. Chapter 9.
4. Clarify the requirements for scrap metal processors and recyclers that are conducting wholesale transactions.
5. Recommendation from Department of Environmental Protection: Clarify that a licensed recycler may only sell a used catalytic converter for scrappage.

#### Benefits of Implementation

Defining catalytic converters in the existing scrap metal laws would allow for proper application and enforcement of the scrap metal laws for the purchase and sale of catalytic converters.

Adding language to the existing scrap metal laws that identify a scrap metal processor who engages in the purchase or sale of motor vehicles or motor vehicle parts is required to be licensed as a recycler and would align the scrap metal laws with the recycler requirements in 29-A M.R.S. Section 1101.

Adding the requirements for recording the markings on detached catalytic converters would align the scrap metal records statutes with the requirements in 29-A M.R.S. Section 1110. Clarifying the language in the scrap metal laws to reflect the information that is required for both retail and wholesale transactions would ensure that the proper information is recorded which would aid in the investigation of catalytic converter thefts.

Clarifying the requirements for scrap metal processors and recyclers when conducting wholesale transactions would ensure that only pertinent information is recorded, and that businesses are not hindered by excessive records requirements.

Maine environmental rules already prohibit re-use of a catalytic converter in a motor vehicle in the State of Maine. Clarifying this prohibition in Title 30-A would ensure that licensed recyclers understand their legal obligations with regards to resale of catalytic converters.

### **Enforcement Authority Recommendation:**

Regulatory oversight and the enforcement of the proposed catalytic converter and scrap metal laws would require specialized law enforcement. The Secretary of State Division of Enforcement, Anti-Theft & Regulations currently has the licensing and regulatory authority over the automobile and recycling industries in the State of Maine. Further, the unit specializes in investigating crimes related to stolen vehicles and parts.

Given the experience and knowledge, the stakeholders unanimously agreed that the Secretary of State, Division of Enforcement, Anti-Theft & Regulations should be charged with the regulatory oversight and the primary law enforcement responsibilities associated with the scrap metal industry. It was agreed that due to the scope of the problem, all law enforcement agencies should have the authority to enforce the provisions outlined in the recommended revisions.

### **Staffing Recommendation:**

Due to the magnitude of the problem and the geographical size of the State of Maine, it is estimated that at least three detectives stationed throughout the state would be needed to enforce the laws, rules, and regulations pertaining to catalytic converters and to investigate related crimes. One senior detective to supervise the unit activities and a clerk to facilitate the increase in administrative responsibilities are also recommended. It is suggested by the prosecutorial representative on the working group that a .5 prosecutor be funded to prosecute the catalytic converter cases statewide. The department can provide cost details upon request.

### **Conclusion:**

This working group agreed that the State of Maine should adopt legislation to combat the theft and illegal sales of catalytic converters. The recommendations for changes to Maine law would provide much-needed regulatory oversight for the purchase and sales of catalytic converters and would provide law enforcement with the effective tools to detect, deter, and prosecute violations related to catalytic converter theft and illegal sales.

**Appendix A - Survey Results**

**Catalytic Converter Theft**

Total number of stolen catalytic converters between 2019 and 2021

#	Reporting Police Agency	2019	2020	2021 so far
1	Southwest Harbor Police Department	0	2	0
2	Milo Police Department	N/A	2	10
3	Wells Police Department	0	2	3
4	Mexico Police Department	0	7	2
5	Westbrook Police Department	0	4	10
6	Winthrop Police Department	0	1	3
7	Freeport Police Department	N/A	4	0
8	Kennebunk Police Department	0	2	6
9	Greenville Police Department	0	1	11
10	Auburn Police Department	3	19	23
11	Bath Police Department	0	0	0
12	Norway Police Department	3	2	1
13	Kennebunkport Police Department	0	0	0
14	Kennebec County Sheriff's Office	N/A	13	19
15	Veazie Police Department	0	2	4
16	Caribou Police Department	3	125 *	12
17	Sanford Police Department	6	18	32
18	Scarborough Police Department	0	2	14
19	Maine State Police Troop E	7	21	98
20	Ogunquit Police Department	0	0	0
21	Cumberland County Sheriff's Office	0	6	24
22	Fryeburg Police Department	1	4	10
23	Baileyville Police Department	0	0	0
24	Presque Isle Police Department	0	25	2
25	Fort Kent Police Department	0	0	0
26	Wiscasset Police Department	0	0	3
27	Lincoln County Sheriff's Department	7	1	3
28	Old Town Police Department	0	1	15
29	Orono Police Department	0	1	53
30	Augusta Police Department	0	6	9
	<b>TOTAL</b>	<b>30</b>	<b>270</b>	<b>367</b>

*\*One Case resulted in a recycler having 113 total catalytic converters stolen from the business.*

With **22%** of the agencies reporting of the roughly **134** law enforcement agencies listed in Maine that would take a direct catalytic converter theft report.



## Appendix B - Catalytic Converter Marking

### Marking techniques for placing (VIN) / Stock numbers) on Catalytic Converters

#### Time to Mark Full 17-Digit VIN

- 1) Permanent Marker Time to Mark (12-20 seconds)
- 2) Etching Pen Time to Mark (1 Minute 45 Seconds)
- 3) Etching Chemical Time to Mark (5 Minutes)
- 4) Stamped Dyed Time to Mark (not assessed)
- 5) Paint Pen Time to Mark (12-20 seconds)

#### 1) Permanent Marker

Using a permanent marker was an easy way to mark a full 17-digit VIN. It took 12-20 seconds to mark the catalytic converter. The permanent marker was easily removed using alcohol wipes or basic cleaning materials. Attempting to remove the VIN would leave no evidence of tampering.

#### 2) Etching/ Engraving

Using an etching pen was an easy way to mark a full 17-digit VIN. It took 1 minute 45 seconds to mark the catalytic converter. Attempting to remove VIN would leave evidence of tampering.

#### 3) Chemical Engraving

Using etching chemicals was an easy way to mark a full 17-digit VIN. It took approximately 5 minutes to apply and mark the catalytic converter. This process, although easy to apply, uses a chemical process that involved acids. Attempting to remove the VIN would leave evidence of tampering.

#### 4) Stamping VIN

Using stamping to mark a catalytic converter was not practical because the part is hollow. Attempts to mark a full 17-digit VIN were not successful using this method.

#### 5) Paint Pen

Using a paint pen was an easy way to mark a full 17-digit VIN. It took 12-20 seconds to mark the catalytic converter. It was determined that the paint pen was easily removed using aircraft paint remover, Acetone, Break Cleaner, Carb cleaner.... etc. Attempting to remove the VIN would leave no evidence of tampering.

# Examples

## Clean Surface Catalytic Converter



## Rusted Surface Catalytic Converter



## **Appendix C - List of Working Group Members**

### **Bureau of Motor Vehicles Representatives**

David W. Guilmette, Chair  
*Director*  
Division of Enforcement, Anti-Theft & Regulations

David Silk  
*Senior Detective*  
Division of Enforcement, Anti-Theft & Regulations

Derek Dinsmore  
*Detective*  
Division of Enforcement, Anti-Theft & Regulations

Ronald McGowen  
*Detective*  
Division of Enforcement, Anti-Theft & Regulations

Cindy Pottle  
*Office Specialist I*  
Division of Enforcement, Anti-Theft & Regulations

### **Stakeholders Representatives**

Jessica Andrews  
*Director of State Government Affairs*  
Automotive Recyclers Association

William Bell  
*Executive Director*  
Maine Auto Recyclers Association

Sandy Blalock  
*Executive Director*  
Automotive Recyclers Association

Tom Brown  
*President*  
Maine Automobile Dealers Association

Peter G. Carleton  
*Assistant Engineer*  
Maine Department of Environmental Protection

Lynne A. Cayting  
*Environmental Specialist IV*  
Maine Department of Environmental Protection

Bruce Gerrity  
*Attorney*  
Preti, Flaherty, Beliveau & Pachios

Andreas Heiss  
*Government Affairs Representative*  
LKQ Corporation

Michal P. Johnston  
*Lieutenant*  
Maine State Police - Troop E

Colin Kelly  
*Director*  
Schnitzer Steel Industries, Inc.

Diane Johanson  
*Legislative Liaison*  
Preti, Flaherty, Beliveau & Pachios

Kirby Littlefield  
*Past President*  
Maine Auto Recyclers Association

Maeghan Maloney  
*District Attorney*  
Kennebec County District Attorney's Office

Ken Mason  
*Sheriff*  
Kennebec County Sheriff's Office

Adam McNaughton  
*Trooper*  
Maine State Police – Troop D

Brady Mills  
*Director of Law Enforcement Outreach*  
Institute of Scrap Recycling Industries

Jared Mills  
*Chief*  
Augusta Police Department

Al Morin  
*Chief Deputy*  
Kennebec County Sheriff's Office

Emil Nusbaum  
*Director of Government Relations*  
Auto Recyclers Association

Mike Pulire  
*Detective*  
Maine Attorney General's Office

Timothy N. Schott  
*Deputy Superintendent*  
Bureau of Insurance – Professional & Financial Regulations

Justin Short  
*Manager of Government Relations*  
Institute of Scrap Recycling Industries

Danielle Waterfield  
*Senior Director*  
Institute of Scrap Recycling Industries