

Revisions to the “Preventing Auto Recycling Theft Act” (H.R. XXXX/[S. 2238](#))

July 11, 2025

Last Congress, the “Preventing Auto Recycling Theft Act” H.R. 621/S. 154 to combat catalytic converter theft received widespread support. This Congress, the bill includes these non-controversial revisions to improve clarity, and enhance enforcement. See redlined changed [here](#).

1. **Defines Catalytic Converter and Includes Heavy-Duty Trucks, Sec. 2/Sec. 3**

Concern: The bill did not cover diesel particulate filters (DPF), or diesel oxidation catalysts (DOC) used on heavy-duty trucks. Theft of emission control devices for heavy-duty trucks should be penalized and included in the PART Act, otherwise criminals will shift from stealing catalytic converters to DPFs/DOCs, as these devices contain the identical precious metals sought by thieves.

Remedy: Sec. 2 adds a definition of a catalytic converter and includes DPFs/DOCs.

2. **Unique Identifier, Sec. 3**

Concern: H.R. 621/S. 154 may have been interpreted to only allow manufacturers to mark converters with a VIN number.

Remedy: The new bill specifically allows for a unique identifier to be used by a manufacturer instead of a VIN to ease compliance.

3. **Fleet/NSVRP Amendment, Sec. 4 and 5**

Concern: H.R. 621/S. 154 would have only allowed for the grant program to cover activities and programs that use the full VIN number of the vehicle. This left out effective tools like CATETCH or SAFEGUARD, which use a unique pin number tied to a VIN. Many of these programs are already utilized by state catalytic converter anti-theft efforts.

Remedy: The bill allows for grant program funds to be used on unique identifiers and opens funding to owners and lessees of centrally maintained vehicle fleets.

4. **De-Canning Exemption, Sec. 5**

Concern: To prevent thieves from de-canning a stolen converter to remove any marking on the part, a prohibition on de-canning was written into H.R. 621/S. 154. However, this provision unintentionally prohibited all businesses from de-canning converters, including legitimate business.

Remedy: The bill removes the de-canning exemption to alleviate this unintended consequence. The revision would allow legitimate businesses to continue to recycle used catalytic converters while ensuring that adequate anti-theft controls are in place by requiring traceable forms of payment.

5. **Stackable Penalties, Sec. 6**

Concern: The 5-year penalty under the PART Act could potentially be stacked with other federal penalties for theft (i.e. [18 U.S. Code § 2314](#)). If it could be stacked, the individual would be receiving 15 years for this crime. Obviously, it is not the intent of the authors of the bill for individuals to receive lengthy prison sentences solely for stealing catalytic converters.

Remedy: The bill clarifies that any other penalties should run concurrently with the penalties prescribed in the bill.

6. **Finger Printing, House Bill, Sec. 5**

Concern: Certain congressional staff expressed concerns with biometrics in H.R. 621. (House Energy and Commerce Republicans)

Remedy: The House bill removes the word “thumbprint,” (Sec. 4(b)(3)). The bill already requires the seller to provide a government issued ID. Neither the House nor Senate bill requires a thumbprint in the 119th Congress.