



# OHIO LEGISLATIVE SERVICE COMMISSION

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## Synopsis of Senate Committee Amendments\*

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### **Sub. H.B. 341**

131st General Assembly  
(S. Transportation, Commerce & Labor)

Removes a provision that allowed a towing service or storage facility to obtain title to a motor vehicle that was removed from a private tow-away zone if the vehicle had a value of less than \$4,400, rather than a value of less than \$3,500 as under current law.

Removes a provision that allowed a repair garage or place of storage to obtain title to an unclaimed motor vehicle if the vehicle had a value of less than \$4,400, rather than a value of less than \$3,500 as under current law.

Requires a vehicle to be "inoperable" rather than "apparently inoperable" in order to be eligible for the issuance of a salvage title under the bill's provisions.

Requires a salvage motor vehicle auction that is seeking a salvage title to a motor vehicle to send notice to the owner of the vehicle and any known lienholder using a nationally recognized courier service, rather than via certified mail, return receipt requested, as under current law.

Specifies that any person who holds title to a property, any person who is a lessee or sublessee, a person who is authorized to manage the property, or a duly authorized agent of any aforementioned person may establish a private tow-away zone.

Prohibits a towing service from knowingly offering or providing *monetary* compensation in exchange for the authorization to tow motor vehicles, instead of *any compensation, financial or otherwise*, as under the House-passed version of the bill.

Establishes an exception to the requirement that a towing service accept payment via credit card for a "drop fee" by specifying that the requirement does not apply if the towing service uses a mobile credit card processor and mobile service is not available at the time of the transaction.

\* This synopsis does not address amendments that may have been adopted on the Senate Floor.

Allows a towing service to deliver a vehicle towed from private property or a private tow-away zone to a place of storage after the required two-hour time frame if the delay is due to an uncontrollable force, natural disaster, or unforeseeable event.

Requires a towing service that has removed a vehicle from a private tow-away zone to cause a search of the records of the Bureau of Motor Vehicles for the owner and any lienholder of the vehicle within three business days of the removal, rather than five business days as under the House-passed version of the bill.

Requires the Public Utilities Commission to adopt rules that establish towing-related fees pursuant to Chapter 119., rather than pursuant to the Chapter 111. abbreviated rule-making procedures.

Removes provisions that establish the Towing and Quick Clear Board and the related dispute resolution process.

Authorizes an insurance company to bring a civil action against a towing service for purposes of recovering a motor vehicle that has been towed, objecting to the amount billed by the towing service, or both.

Removes provisions that allow a towing service to charge an after-hours retrieval fee for items retrieved from a vehicle that was towed from a private tow-away zone.

Reinstates the requirement established under current law that if a vehicle owner calls to retrieve a vehicle towed from a private tow-away zone, a storage facility must make a representative available to release the vehicle to the owner within three hours.