

Newsbreaks

March/April Publication of
the Minnesota Professional Towing Association

MPTA Designs New Light Duty Tow School Curriculum and Test for Tow School Participants

The MPTA board of Directors with assistance from Sally Anderson from Road Ready Consulting have designed a new Light Duty Tow School Curriculum and Level 1 test for tow school participants attending the One Day Light Duty Tow school. In the past the MPTA Light Duty tow schools were taught an extensive classroom portion of the school by MPTA board of director Jay Thompson. The second half of the school included a "hands-on" training portion where students can take what they have learned in the classroom and apply their learning to the "real thing" or an experience. After the classroom and "hands-on" training, MPTA students were offered the opportunity to review what they had learned that day and take the TRAA Level One test.

The New MPTA Tow School Curriculum boasts the similar approach, but has been modified to teach the basics and the knowledge our students will need to know on a daily basis. Minnesota weather, the Do's and Don'ts of towing in Minnesota while teaching safety and professionalism at its highest level- basically all of what the towing industry has to offer plus a piece of Minnesota thrown in there. The MPTA Level 1 test (replacing TRAA's Level One Test) is a complete test of national towing Q&A while providing a solid platform about towing in Minnesota including other states in the upper Midwest.

Students may take the MPTA Level 1 test (a cost is associated) right after the Light Duty Tow School or anytime at the MPTA office. There are no longer rules and conditions that were once affiliated with TRAA's testing methodology. Students passing the MPTA Level 1 test, will receive a Level 1 certification exam award, a MPTA card with the driver's name, date of certification and photo ID as well as a 5"x7" laminated card to be placed in their truck. (In the future, the MPTA may include a patch to be worn on the uniform)

The new MPTA Level 1 Curriculum and testing program is attractive teaches skill sets, knowledge and of course, safety and professionalism. As MPTA President Brett Letourneau is quoted saying... "What if we train them and they leave? What if we don't and they stay? Train them well enough to leave, treat them well enough to stay"

MPTA is currently working on a Level 2 Tow School Curriculum and test-stay tuned!



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If you would like to make a one time contribution to help with the legislative efforts, please send your donations to:

MPTA
2886 Middle Street
Little Canada, MN 55117

Presidents Letter

Written by President, Brett Letourneau

Although I am sure that we all wished it was longer lived, the winter season seemed to bring some extreme weather that was favorable to our businesses. Now that spring has arrived, things have likely slowed down a bit which gives us all some time to catch up on much needed fleet and staff maintenance. Fleet maintenance is self explanatory, but what is staff maintenance?

Well around our shop, it includes some time to decompress both at work and away. While on duty, the call volume isn't as demanding as it is in the winter months, so it allows more time for idea swapping between the tow truck operators and some practice time for things that they have found challenging on the street. It also provides some time for the tow truck operators to become more familiar with each other and develop a comrade that is imperative when the company is called to handle a high stress call.

Decompressing away from work is also crucial to the tow truck operators mental health. At our shop, it seems like we have somebody on vacation from May through September. Although it is challenging to keep the business operating efficiently while being short staffed, the reward to the business is very large when the tow truck operator returns to work refreshed.

The last thing that I include in staff maintenance is training. A professional tow truck operator needs to have continuing education beyond the "on the job" training that happens every day. Our industry changes rapidly, from learning new techniques to learning the latest recommendations for safe transport from vehicle manufacturers. To be a true professional, a tow truck operator should keep sharp on things from safe working load limits to the latest protocol for scene safety and incident management. Whether the tow truck operator is new to the industry or a seasoned veteran, owners should encourage them to attend seminars that offered through out the year.

The MPTA is offering three schools this year, one in the spring, one in the summer, and one in the fall. The spring school is geared toward the light duty beginner, the summer school concentrates on heavy duty towing and recovery, while the fall school will include more advanced training in light duty towing and recovery.

One of the items in the MPTA's bylaws is that we will foster education opportunities to bring professionalism to the towing industry in Minnesota. We would love to set some attendance records at our tow schools this year!

Have a great summer everyone!

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FMCSA Proposes National Training Standards for Entry-Level Truck and Bus Drivers

WASHINGTON, March 4, 2016 /PRNewswire-USNewswire/ -- The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) today proposed a set of comprehensive national prerequisite training standards for entry-level commercial truck and bus operators seeking to obtain a commercial driver's license (CDL). The Notice of Proposed Rulemaking (NPRM) reflects consensus recommendations of a negotiated rulemaking committee comprised of FMCSA representatives and 25 stakeholders and responds to a Congressional mandate imposed under the Moving Ahead for Progress in the 21st Century Act. Public comment is sought as the next phase of the rulemaking.

"Well-trained drivers are safer drivers, which leads to greater safety for our families and friends on our highways and roads," said U.S. Transportation Secretary Anthony Foxx. "With the help of our partners, today's proposal serves as a major step towards ensuring that commercial vehicle drivers receive the necessary training required to safely operate a large truck or motorcoach."

Under the proposal announced today, applicants seeking a "Class A" CDL – necessary for operating a combination tractor-trailer type vehicle weighing 26,001 lbs. or more – would be required to obtain a minimum of 30 hours of behind-the-wheel training from an instructional program that meets FMCSA standards, including a minimum of 10 hours of operating the vehicle on a practice driving range.

Applicants seeking a "Class B" CDL – necessary for operating a heavy straight truck (such as a dump truck or box truck) or a school bus, city transit bus, or motorcoach – would be required to obtain a minimum of 15 hours of behind-the-wheel training, including a minimum of seven hours of practice range training.

There is no proposed minimum number of hours that driver trainees must spend on the classroom portions of any of the individual curricula.

"A diverse group of commercial motor vehicle stakeholders completed a tremendous amount of work, and that effort resulted in an unprecedented consensus," said FMCSA Acting Administrator Scott Darling. "We've designated 2016 as our 'Year of Partnerships' and these comprehensive entry-level driver training standards exemplify our commitment to working closely with our safety partners, including state and local law enforcement, the safety advocacy community, and all other stakeholders to reduce crashes and to save lives."

Mandatory, comprehensive training in all 50 states, the District of Columbia, and all U.S. territories would apply to the following individuals under the proposal:

- First-time CDL applicants;
- Current CDL holders seeking a license upgrade (e.g., a Class B CDL holder seeking a Class A CDL) or an additional endorsement (necessary, e.g., to transport hazardous materials, operate a tank truck, school bus, or motorcoach, or pull double and/or triple trailers); and
- A previously disqualified CDL holder seeking to reacquire a license.

These individuals would be subject to the proposed entry-level driver training requirements and must complete a course of instruction provided by an entity that:

- Meets the minimum qualifications for training providers;
- Covers the curriculum;
- Is listed on FMCSA's proposed Training Provider Registry; and
- Submits electronically to FMCSA the training certificate for each individual who completes the training.

Under the proposal, military drivers, farmers, and firefighters would continue to remain generally exempt from the federal CDL requirements.

FMCSA's Entry-Level Driver Training Advisory Committee (ELDTAC) met for six two-day negotiating sessions starting in February 2015 until reaching consensus in May 2015. The ELDTAC included FMCSA representatives and a cross-section of 25 representatives from motor carrier transportation, highway safety, driver training, state licensing, law enforcement, labor union, and insurance organizations.



Light Duty Tow Truck Operator

One Day Hands-On Training Class

Wednesday, May 18, 2016

Held at Twin Cities Wrecker Sales

1301 Jackson St

St Paul, MN 55117

The one day course will focus on the basics of everyday towing with a 1-ton, flatbed, basic hook-ups, use of dollies, and wheel lifts with classroom instructed by the Minnesota Professional Towing Association Board of Directors.



Wednesday, May 18, 2016 Agenda

7:30am Registration

8:00am to 5:00pm Classroom and Hands-on training

- Breakfast and lunch will be provided.
- A pair of gloves and work clothes will be needed, expect to get dirty.

****All Participants will receive MPTA Certification Certificate****

Please send completed form to:

MPTA
2886 Middle Street
Little Canada, MN 55117
Phone: 651-487-2231
800-627-6782
Fax: 651-487-2447

Hands-On Training

Members: \$160.00 per student
Non-members: \$260.00 per student

MPTA Level 1

Certification Test:

Members: \$50.00 per student
Non-members: \$85.00 per student

Dispatchers:

Free with paid student



Registration Form

Business Name _____ Member #: _____

Address _____

Phone _____

Name of Student (s):	Training	Test	Total \$
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Grand Total _____

Method of Payment: Discover MasterCard Visa Check

Credit Card # _____

Signature _____

Exp. Date: _____ CVS Code _____

- Minimum of 15 participants to hold class
- Cancellation Policy - credit only for future schools



TWIN CITIES

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St. Paul, MN tcwreckersales.com

800-287-4210



www.tcwreckersales.com
1301 Jackson Street - St. Paul, MN 55117



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B-10 Mandate Begins April 1st

Mandate requirements

- April 1, 2016 through September 30, 2016, all #2 diesel fuel sold for use in combustion engines must contain a minimum of 10% biodiesel by volume.
- #1 diesel is exempt from the biodiesel requirement all year.
- The amount of biodiesel required in a #1/#2 blend will depend upon the blend ration of the two products.
- From October - March, #2 diesel must contain at least 5% biodiesel. The amount of biodiesel required in a #1/#2 blend will depend upon the blend ratio of the two products.

Labeling requirements

The Federal Trade Commission (FTC) regulates labeling for fuel dispensers.

- Dispensers selling diesel blends containing 0% through 5% biodiesel must be labeled DIESEL.
- Dispensers selling blends containing between 5% and 20% biodiesel must be labeled as either BIODIESEL BLEND or B20 BIODIESEL BLEND.
- Dispensers selling blends containing more than 20% must be labeled "Bxx".
- Keep the EPA Ultra Low Sulfur label on all year.**

What this means for you

You should consider labeling requirements when deciding whether to meet or exceed the minimum biodiesel content requirement throughout the year.

As a reminder all retailers must label their dispensers as either BIODIESEL BLEND or as B20 BIODIESEL BLEND. If you choose to keep you biodiesel content between 5% and 20%, you can keep the BIODIESEL BLEND label on the dispensers all year long.

If you choose to drop to 5% in the winter, you must remove the biodiesel blend labels during that period and then change the labels back to BIODIESEL BLEND in April.

Note: Retailers price sign's "Do Not" have to say Bio Diesel Blend where it currently says "Diesel".

The Value of Digital Pre-Tow Photographs

By Randall C. Resch

A picture is worth a thousand words. When vehicles are towed as result of non-consent impounds or law enforcement action, towers are generally the ones dealing with false claims that the tow company damaged the vehicle as a result of tow, transport or storage.

Tow companies and tow operators are responsible to do everything possible to protect from false claims. Many companies provide their drivers digital cameras to document their work and photos are downloaded at the end of shift.

Taking photos or making a quick walk-around video is one of the industry's best practices in fighting back against false damage claims.

When there are clear photos or videos for documentation, judges generally favor the tower—especially when a vehicle's owner can't prove beyond a reasonable doubt that the tower damaged their vehicle. Photos are proof of the truth.

Some municipal contracts require a minimum of six photos be taken at the time of tow: left and right sides, front and rear, mileage and contents or special items inside. More photos can be taken to meet the needs of the tow company and/or to justify time on-scene or use of special equipment.

Damages recorded by photo should match photos on driver's invoice and impound inventory (if towed by law enforcement). When some complainer has accused your company of stealing his new ladder, management can research the photo archives to see if they match the impounding officer's notes.

Because tow companies are commonly bound by contract to accept and respond to a vehicle owner's damage or theft claims, digital photographs are both the vehicle owner's and the tow company's best evidence.

Taking photos of every towed vehicle is a professional process all tow companies should employ. It's not hard to do and is easy to initiate.

If your company isn't taking pictures and archiving them as a standard business practice, you're making it easy for vehicle owners to play games. Why not make it your company's policy to initiate a dedicated computer for digital cameras? If your company tows a lot of cars, the long-term benefit is well worth the time and effort.

Randall Resch is American Towman's and Tow Industry Week's Operations Editor, a former California police officer, tow business owner and retired civilian off-road instructor for Navy Special Warfare. Randall is an approved instructor for towers serving the California Highway Patrol's rotation contract. His course is approved by the California law enforcement community. He has written over 500 industry-related articles for print and on-line. Randall was inducted into the International Towing & Recovery Hall of Fame in 2014. **-Tow Industry Week**



The Wisconsin Towing Association Tow Show and Convention will be held Father's Day weekend, **June 17-19, 2016**. We're looking forward to another great event, which will include:

- The Friday Night Pig Roast
- The Friday Night Truck Light Display Contest – Hosted and Judged by AW Direct
- A WTRAA Forum on Friday night
- Saturday morning breakfast**, followed by a towing and recovery presentation
- Saturday Tow Truck Beauty Contest
- WTA Raffle
- Ladies Luncheon on Saturday
- Saturday Night Kids Party
- Saturday Evening Banquet and Awards Program
- Annual Business and Board Meeting
- And plenty of vendors, exhibits, and displays on hand all weekend long!

**Breakfast will be pastries, coffee and juice in the vendor tent, along with a voucher for \$5 off the breakfast buffet served in the Kilbourn City Grill in the Chula Vista hotel.

Location:

Chula Vista Resort
2501 River Rd
Wisconsin Dells WI 53965

Phone: (855) 388-4782

Website: www.chulavistaresort.com

HOTEL RESERVATIONS

Make your room reservations directly with Chula Vista Resort. Phone: 888.598.4313 or 608.254.8366. Room/Condo Rates: \$149 to \$259/night depending on choice of lodging. The Booking ID number is **D62132** and the room block will be held until **May 24, 2016**.

Benefits of attending for the tow operator:

- Manufacturers' and suppliers' exhibits of towing and recovery equipment, related products and services.
- Annual business meeting, legislative report, election of association's leadership, and other industry matters.
- Information and education, towing and recovery demonstrations and more.
- Welcome party and pig roast Friday night, awards banquet Saturday evening.
- Working wrecker contest, Saturday breakfast, programs for women and kids.
- Win cash prizes and door prizes.

FOR MORE INFORMATION, PLEASE VISIT OUR WEB PAGE AT WWW.WITOW.ORG

Minnesota Professional Towing Association 2016 Scholarship Application

The purpose of this scholarship program is to assist young men and women whom are seeking a higher education in order to develop advanced skills.

Three scholarships of \$500.00 each will be awarded annually to applicants who must be at least a senior in high school and/or 18-25 years of age and is a son, daughter, or member in good standing with the MPTA.

MPTA Scholarship Guidelines

- Applicant must have a 3.0 GPA to qualify.
- Applicant must provide proof of performance with application (official school transcript).
- Applicant must provide proof of enrollment for institute of higher education with application.
- Applicant must provide two letters of recommendation from either a teacher, school advisor, or extra circular advisor (i.e. sports coach, club advisor).
- Applications must be returned to MPTA by May 20th of each year.
- Students may apply for scholarship a maximum of three times.
- Applicants do not need to study in the automotive industry.

Selection Process:

- The MPTA Board of Directors will select scholarship winners based on the criteria below from the applications:
 - Accomplishments specified on application (i.e. DECA, FBLA, sports, leadership roles, etc.)
 - Student's goals, both long-term and short-term
 - Student's GPA
 - Student's work ethic (Does the students hold a part-time job as well as attend school?)
- The applications will be reviewed by the Board of Directors at the May Board meeting.
- Scholarship winners will be contacted in late May.
- The Association will give the checks to the students in the spring of each year.

Applications due no later than May 20th

All applications, letters of recommendations, and transcript should be sent to:

Minnesota Professional Towing Association
2886 Middle Street
Little Canada, MN 55117

Phone: 651-487-2231

Fax: 651-487-2447

MPTA Scholarship Application Form

Application, letters of recommendations, and transcript must be received by **May 20th** for consideration.
(Please print or type – if not enough space is provided please attach a separate sheet)

Name _____

Address _____

City/State/Zip _____

Phone Number (best number to reach you) _____

Name of current school _____

Name of parent or guardian _____

Name of the MPTA member with whom you are associated:

(Applicant must be the son, daughter, or member in good standing of the MPTA)

Business's Name _____

Owner's Name: _____

Name of the institute of higher education that you plan to attend:

Reason for applying (financial need): _____

List extra curricular activities: _____

Please describe any awards, honors, or leadership positions you have held/received:

Future goals (long and short term): _____

Do you currently hold a job outside of school? If so please provide name of employer:

How do you plan to use this scholarship for higher education?

Minnesota State Patrol Clarifies Oversize Tow Truck Regulations

Recently, the MPTA sat down with the Minnesota State Patrol to discuss issues relating to towing here in Minnesota. Among the items discussed was when a tow truck is allowed to be overweight and/or over dimension.

Basically, there are two ways to be legally overweight and only one way to be legally over length. A tow truck can be overweight either from moving a disabled vehicle from a scene that was considered to be "urgent" under Statute 169.829 or by having an Annual Overweight/Over dimension Permit specific to tow trucks in possession. Notice that the "urgent" move exemption DOES NOT apply to over length. Again, the only way to be legally over length is to possess the Annual Overweight/Over dimension Permit specific to tow trucks.

The MPTA was successful in getting this permit through the legislature several years ago, however not everyone, including towing companies and Commercial Vehicle Enforcement Officials, is familiar with it. In fact, some tow trucks have been ticketed and placed out of service even with the permit in hand. The sticking point for the enforcement officials seemed to be that they didn't interpret the permit to exempt the tow truck from being overweight on tire rating.

Captain Jonathan Olsen of the Minnesota State Patrol Commercial Vehicle Enforcement Division was gracious enough to research the issue and share his findings with us and his staff. The following is an excerpt from an email that Captain Olsen sent out regarding the issue:

Here are the two basics to take note of now:

1. When is a permit required?

- If a towing company wishes to exceed the legal length (169.81) for the purposes of towing a CMV or other vehicle combinations, regardless of emergency or non-emergency status, they must purchase and have in possession a MnDOT permit as covered in 168B.15.
- Towing companies were under the impression 169.829 exempted them from length if towing was 'urgent.' This statute only exempts them from 169.823 through 169.828 (weight in an emergency or urgent status); length is covered under 169.81, and therefore is not included in the 'urgent' exemption.

2. Tire weight issues and being placed out of service.

- MnDOT's old permit and permit conditions:
 - i. Page 1, under Special Restrictions on a permit, exempts tow trucks when towing a vehicle that is disabled or damaged to a place of repair or safe keeping. It doesn't mention first move (from highway), or urgent move. Point #3 indicates tow trucks are allowed to exceed axle, axle groups, and bridge weights. It does not allow them to exceed tire weight.
 - ii. However, there are 3 pages (page 3 through 5 of attachment) of general conditions that apply to all OSOW permits. Tow trucks are exempt from 8 different general conditions. One of them is #14, tire weight.
- MnDOT's newly released permit and permit provisions:
 - i. Reduced from 20 conditions to 10 provisions
 - ii. Tire weight is no longer addressed in the general provisions
 - iii. Tow Truck permits, under Special Restrictions, will clearly state what is in 168B.15: Allowed to exceed the length and weight limitations of Chapter 169.

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- On the Federal side, 49 CFR 393.75(f) prohibits a motor vehicle from being operated with tires that are carrying a weight greater than what is specified by the manufacture, UNLESS the vehicle has a special permit issued by the state AND is being operated at a reduced speed not to exceed 50 mph.
- Therefore, tow trucks with all the correct permit paperwork and not exceeding 50 mph at any time would not be considered out of compliance, and should not be placed out of service.

If the tow truck is towing any vehicle with no permit, and it is not considered to be 'urgent' (blocking the highway or called a hazard by law enforcement), all statutes are enforceable.

In summary, if a tow truck is overweight on an "urgent" move, a permit is not required. However, if the tow truck is over length, "urgent" move or not, a permit is required. Also, a permit is required to be overweight on a move that is not "urgent". However, if the tow truck is overweight on the tire rating, federal law prohibits travelling faster than 50MPH, permit or not.

The Annual Oversize/Over dimension permit costs \$300 for the entire company, not per truck. The permit is relatively easy to apply for by calling the Minnesota Department of Transportation at 651-296-6000 and requesting an application for an Annual Oversize/Overweight Load Permit for Tow Trucks.

The MPTA strongly encourages our members to obtain the permit and keep a copy in every unit they operate.

Good News Concerning Wireless Tow Lights

Do you use wireless tow lights?

Have you been stopped at the scales for their use?

Tow Mate asked for and received an exemption for their use. Federal Motor Carrier Safety Administration agreed to a two year exception for the use of wireless tow lights. The exemption is effective February 9, 2016 and ends February 9, 2018. This very limited two year exemption is to allow motor carriers to operate rechargeable wireless temporary stop, turn, and tail lighting systems during temporary towing operations. The Agency has determined that use of rechargeable wireless temporary stop, turn, and tail lighting during temporary towing operation would not have and adverse impact on safety, and use of these systems under the terms and conditions of the exemption would actually achieve a level of safety equivalent to or greater than the level of safety provided by the regulation. The decision is consistent with an August 2005 amendment to the FMCSRs to allow battery powered lamps on the rear of projecting loads.



Member Directory

Albert Lea	Allen's Tow & Travel 507-373-3551	Dayton	North Suburban Towing 763-428-8940	Inver Grove Heights	South East Towing 651-451-9721
Albertville	All Wheels Recovery 763-496-6622	Detroit Lakes	DL Towing 218-847-6362	Lakeville	Marek's Towing & Repair 651-469-3182
Anoka	North Star Towing 763-427-4160	Duluth	Dukes Towing 218-722-8885	Loretto	Loretto Towing 763-479-1943
Austin	Midtown Towing 507-433-7374		Mrs. Mac's Towing 218-393-7377	Mankato	Affordable Towing 507-388-8697
Barnum	Thompson Motor Service 218-389-6941		East End Towing 218-349-3991		All American Towing 507-345-5005
Big Lake	Bob's Towing 763-262-8697	Eagan	Mark's Towing 651-454-1533	Maple Grove	Chase Towing & Transport 763-315-3995
Blackduck	Bogart's Towing 218-835-4548	Eden Valley	Jack's Towing 320-453-6560	Meadowlands	Mrs. Mac's North 218-393-7377
Blaine	Twin Cities Transport & Recovery 763-784-7501	Edina	Walser Automotive Group 952-345-4003	Medina	Kelly's Wrecker Services 763-473-0558
	Dan's Complete Auto Care 763-784-8668	Elk River	Collins Brothers Towing 763-241-9177	Melrose	Shaggy's Towing 320-256-7855
	Frovik's Towing 763-786-9220		Morrell Towing, Inc. 763-441-3666	Minneapolis	Blaine Brothers 763-780-5130
Blooming Prairie	Darrick's Preferred Auto 507-583-9994	Excelsior	Williams Towing 952-446-9650		Miller Towing 612-827-5591
Bloomington	Chief's Towing, Inc. 952-888-2201	Faribault	Glenn's Service LLC 507-331-6605		Rapid Recovery Inc. 651-665-0022
Brooklyn Park	Cardinal Towing 763-535-1202	Forest Lake	Dan's Towing 654-464-5551		Schmit Towing 763-253-1568
	Citywide Service 763-424-4900		Harold's Towing & Recovery 651-464-5313		Wrecker Services, Inc. 612-330-0013
Cannon Falls	Siewert's Towing 507-263-4791	Frazee	Daggett Wrecker Service, Inc. 763-544-5512	Minnetonka	Kustom Karriers 952-938-4680
Coon Rapids	Corky's Towing 612-382-3858	Golden Valley	Feist Automotive 763-544-5512	Moorhead	Aggressive Towing & Recovery 218-287-2344
	Highway 10 Mobil 763-757-6789	Hutchinson	Modern Towing 320-587-4603		Ed's Towing Service 218-233-7740
Crystal	North Suburban Towing 763-535-2201			New Brighton	Freeway Towing 651-633-5525

Member Directory

New Prague	Johnson Towing, Inc. 952-758-3852	St. Paul Twin Cities Transport & Recovery 651-642-1446	<p style="text-align: center;"><u>ASSOCIATE</u></p> <p><u>Auto & Equipment Sales</u> AW Direct Tom Welsh 608-662-3350 Tom's Auto Sales Ryan Tubbesing 651-482-8795 Twin Cities Wrecker Sales Rod Pellow 651-488-4210 Zip's Truck Equipment Paul Rottinghaus 1-800-222-6047</p> <p><u>Health Insurance</u> Haas Managed Benefits Bill Haas 763-421-6153</p> <p><u>Insurance</u> Business Insurance Brokers Ann Wolfgang 952-996-8872 Midwest Insurance Service John Hall 651-439-5939</p> <p><u>Medical Transportation</u> Healtheast Transportation Ken Larsen 651-232-5893</p> <p><u>Payroll Services</u> Associated Payroll Services Sandi Wedmann 612-599-7734</p> <p><u>Uniforms</u> Cintas David Marta 763-425-6666</p> <p><u>Miscellaneous</u> U of M Fleet Services Tony Bittner 612-625-7817</p>	
Owatonna	Dean's Westside Service 507-455-1950 Sweet Towing & Repair 507-451-3424	Stillwater Stillwater Towing 651-439-5744		
Plymouth	Plymouth Automotive 763-544-3202	Tyler Bruender's Corner Mart 507-247-5587		
Red Wing	Midway Auto 651-388-8296 Siewerts Garage 651-388-9163	Virginia Armory Shell Towing & Service 218-741-6050		
Rochester	CSC Towing 507-289-8344 Moody's Towing & Auto Repair 507-289-2955 Rochester Towing, LLC 507-288-7317	Waseca Bocks Service Inc. 507-835-5407 Tesch Service Center 507-835-4610		
Rogers	Burdas Towing 763-428-9911	Winona Borkowski Towing & Salvage 507-452-9073		
Savage	Allen's Service Inc. 952-894-1000	Zumbrota Bergs Towing & Repair 507-732-5613		
Scanlon	Blaine Brothers 218-879-6681	<u>WISCONSIN</u>		
Shakopee	Shakopee Towing, Inc. 952-445-0030	Ashland Tomlinson's 24 Hour Towing 715-682-2717		
Spring Lake Park	Citywide Service 763-432-4550	Baldwin Day & Nite Towing, LLC 715-684-3359		
St. Cloud	Collins Brothers Towing Of St. Cloud, Inc. 320-257-5525	Balsam Lake Lake Services Unlimited 715-857-5753		
St. Francis	Gerdin Auto, Tire & Towing 763-434-1686	Independence Kabus Auto Body & Recovery 715-985-2252		
		Roberts Jerry's Towing 715-749-4450		
		Superior Lake City Towing 218-722-7781		



Upcoming Events

**Light Duty Tow School
May 18, 2016**

**Twin Cities Wrecker Sales
1301 Jackson St
St Paul, MN 55117**

MPTA Board Meeting

May 18, 2016

Following Tow School

**More information to
come**

