

# NEWSBREAK

## January 2019 Publication of the Minnesota Professional Towing Association



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### 2019 Minnesota Legislative Session begins



The 2019 Minnesota Legislature got off to a fast start at the State Capitol in St. Paul on January 8<sup>th</sup>. The House and Senate were called to order at high noon. Democrats take control of the House, and Republicans have a narrow majority in the Senate as we have a Democratic Governor's office with newly elected Tim Walz. MPTA Lobbyist Rob Leighton is working hard monitoring and lobbying legislative initiatives such as these this session:

**Gas Tax Increase:** It's no secret, Governor Walz is looking to increase our state's gas tax adding to an already high state gas tax of \$.281 per gallon. MPTA has been successful in beating prior attempts of Governor Dayton's administration of increasing the state gas tax which would have been called a Wholesaler impact fee under Dayton.

**SF. 341 (MNLARS look-up Fee):** Last week Rob Leighton, MPTA President Brett Letourneau and MPTA Executive Director, Lance Klatt met with Senator Jasinski (R- Faribault) about authoring SF 341. SF 341 allows MPTA members and other towing municipalities to be able to access MNLARS information for an annual subscription fee. Bill will be introduced on January 22<sup>nd</sup>.

**Amending Mn Statute 169.87(Seasonal load Restrictions):** MPTA Counsel Randy Thompson and Lobbyist Rob Leighton working on language to amend Weight restrictions imposed by the Commissioner under subdivisions 1 and 2 do not apply to a towing vehicle or other recovery vehicle, if the vehicle: is involved in the towing or recovery of another vehicle that has been involved in a motor vehicle accident or has otherwise become inoperable and is located on a public highway, roadway or public right-of-way.

The MN 2019 Session ends at 11:59pm on May 20<sup>th</sup>.

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**If you would like to make a  
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efforts, please send your donations to:**

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# **\*\*Save the Date\*\***

**The Minnesota Professional  
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**“The Eve of Destruction”**

**Saturday, August 3, 2019**



**26350 France Avenue**

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# Do We Need More Government Regulation?

By Randall C. Resch

Many Tow 411 participants think there's an oncoming wave of government regulation on the horizon for many states and municipalities. Having been involved in law enforcement towing my entire adult life and as a retired cop, my response is based in experience when taking a look at the towing and recovery industry.

It's clear to see that we've traveled a rocky road often because of the actions of a few bad apples. On one side of the coin, the industry has seen great advancements to technology and development of tow truck equipment, software, and best practices as the end result of tower education and training.

Yet on the flip side, the industry is complete with some towers whose operations regularly fly under the radar in making a buck or seeking to one-up their competition. This occurs in American communities that have little or no regulation required of their tow truck operators.

Every man or woman who owns or drives a tow truck should be required to submit to a formal background process to solidify the intent and safety afforded to the motoring public, law enforcement community, our families and company employees.

A little safety is a good thing, but be careful what you wish for; sometimes too many tower-created problems result in a call for action, enforcement and regulation. At some point, regulation goes over-the-top and ultimately affects all towers--good and bad.

If our industry can't right itself, will over-regulation, enforcement and change be the answer?

Laws and requirements that govern towing and recovery have been around in California for years, many as the result of questionable acts by some companies acting outside of the law. Laws such as these are initiated by state agencies and trickle down to the local law enforcement community.

I have been victim of unscrupulous tow companies that preyed on my family's vehicles. But, regardless of all of the new regulations and changed laws, the industry continues to suffer based on the lawless actions of some owners.

In my local towing community, towers snipe at one another, snitch one another off to tow bosses and even whine and snibble that they're not getting the business that they used to. Due to local regulation I'm glad to say that we don't have a huge case of rogue operators; but company cooperation and interaction here is all but gone, and there's no end in sight to the complaining and cutthroat actions of some competitors.

I personally salute California's mandates that law enforcement requires towers to be compliant; not necessarily because they're totally out of line, but to get non-players onto the same page ... or forced out. Unfortunately, the current state of affairs everywhere in the towing and recovery industry is forcing more regulation.

*Randall Resch is American Towman's and Tow Industry Week's Operation's 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.*

# Qualifications of Drivers; Diabetes Standard

47486 Federal Register / Vol. 83, No. 182 / Wednesday, September 19, 2018 / Rules and Regulations

DEPARTMENT OF TRANSPORTATION  
Federal Motor Carrier Safety Administration

49 CFR Part 391  
[Docket No. FMCSA-2005-23151] RIN 2126-AA95  
Qualifications of Drivers; Diabetes Standard

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT. **ACTION:** Final rule.

**SUMMARY:** FMCSA revises its regulations to permit individuals with a stable insulin regimen and properly controlled insulin-treated diabetes mellitus (ITDM) to be qualified to operate commercial motor vehicles (CMVs) in interstate commerce. Previously, ITDM individuals were prohibited from driving CMVs in interstate commerce unless they obtained an exemption from FMCSA. This rule enables a certified medical examiner (ME) to grant an ITDM individual a Medical Examiner's Certificate (MEC), MCSA-5876, for up to a maximum of 12 months. To do so, the treating clinician (TC), the healthcare professional who manages, and prescribes insulin for, the treatment of the individual's diabetes, provides the Insulin-Treated Diabetes Mellitus Assessment Form (ITDM Assessment Form), MCSA-5870, to the certified ME indicating that the individual maintains a stable insulin regimen and proper control of his or her diabetes. The certified ME then determines that the individual meets FMCSA's physical qualification standards and can operate CMVs in interstate commerce.

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## FMCSA approves exemption for Stoneridge MirrorEye camera monitor system

Published on January 03, 2019 02:55 PM



Stoneridge Inc. announced that its exemption application to federal law was approved in late-December by the Federal Motor Carrier Safety Administration, allowing its MirrorEye camera monitor system (CMS) to be installed as an alternative to conventional rear-vision mirrors currently required on commercial motor vehicles in the United States. The exemption applies solely to Stoneridge's MirrorEye system making it the only CMS that allows for complete removal of traditional mirrors in the United States. The five-year FMCSA exemption allows MirrorEye-equipped trucks to operate with an integrated system of cameras and digital displays as an alternative to conventional rear-vision mirrors.

"This decision will help bring an innovative driver vision technology to market that will greatly improve the safety of everyone who shares the road," said Jon DeGaynor, president and chief executive officer, Stoneridge. "The MirrorEye Camera Monitor System empowers truck drivers to avoid potential collisions by the elimination of certain blind spots, expansion of their field of view and increased awareness of the truck's surroundings. This exemption allows our customers to fully recognize both the safety and fuel economy benefits of MirrorEye."

Leading fleets, including Maverick Transportation, J.B. Hunt and Schneider National, have provided vehicles, test drivers and invaluable feedback during a significant fleet evaluation period in order to ensure the MirrorEye CMS product meets driver and fleet requirements. Fleets have driven more than two million miles with the MirrorEye system, and it has received outstanding reviews from professional truck drivers. Fleet trial participants noted that they would feel unsafe returning to conventional mirrors after using the MirrorEye system, according to the company.

"Thank you to the leaders in the trucking industry who have tested, provided input, and helped validate the effectiveness and reliability of this safety technology," said DeGaynor. "Stoneridge would like to especially acknowledge the American Trucking Associations (ATA), Truckload Carriers Association (TCA), Trucking Alliance, Spangenberg Partners and numerous individuals of the trucking community who have supported our mission of improved safety."

"MirrorEye technology was designed and improved based on real input from commercial vehicles drivers during testing," said Stephen Fox, Vice President of Business Development, Stoneridge. "We have collected a tremendous amount of data and challenged the system in real-life scenarios. We are fully confident MirrorEye CMS will provide exceptional reliability and resolve many of the safety issues commercial vehicle drivers currently face."

Stoneridge stated that its MirrorEye CMS has been proven to meet or exceed the visibility requirements of conventional mirrors by providing the following enhanced vision benefits:

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- Greater field of view and elimination of common blind spots — Three views, including wide angle, narrow angle and passenger-side “look-down” cameras, greatly expand the driver’s field of view and eliminate blind spots.
- Fail-safe design — Independent video processing of multiple camera images ensures that in the unlikely event of an individual camera failure, the other camera images continue to be displayed. Real-time images are continuously displayed without interruption.
- Augmented and enhanced vision quality — High-definition digital cameras provide color night vision, low light sensitivity, glare reduction and trailer panning capabilities.
- Trailer panning tracks the end of the trailer — The CMS automatically tracks the end of the trailer to keep it in view while the vehicle is moving forward. This feature could eliminate right-hand turn collisions with motorists and pedestrians.

In addition to the marked safety benefits, MirrorEye CMS also enables improved fuel economy via the aerodynamic design of the exterior camera arms. Third-party and real-world testing have shown that MirrorEye equipped vehicles can expect up to 2.5% fuel economy improvements.



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## Minnesota State Patrol Releases 2017 Truck Crash Study

The Minnesota State Patrol released a Truck Crash study from 2017 summarizing data on crashes involving trucks, also known as commercial motor vehicles (CMV’s). On the crash report form, commercial motor vehicles are identified as any of the following eight types of trucks:

- 1) Two -axle, six-tire single unit truck or step van
- 2) Three-or-more axle single unit truck
- 3) Single-unit truck with trailer
- 4) Truck tractor with no trailer
- 5) Truck tractor with semi-trailer
- 6) Truck tractor with double trailers
- 7) Truck tractor with triple trailers
- 8) Heavy truck of other or unknown type

A crash involving a vehicle classified as a CMV on the police crash report with any of these vehicle configurations is classified as a truck crash. Pickup trucks, buses and vans are not counted as trucks in this section.

### Truck crashes decrease:

In 2017, there were 4,317 truck-involved traffic crashes reported to the Department of Public Safety. This represents a 4% increase from the previous year. There were 58 fatal truck crashes, killing a total of 60 people. In addition, there were 1,356 people injured in truck -related crashes.

**TRUCK CRASH SUMMARY, 2008 – 2017\***

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<b>Total Crashes</b>	<b>4,344</b>	<b>3,653</b>	<b>4,181</b>	<b>4,025</b>	<b>3,789</b>	<b>4,741</b>	<b>5,023</b>	<b>4,226</b>	<b>4,169</b>	<b>4,317</b>
Fatal Crashes	64	47	77	48	50	62	57	57	50	58
Persons Killed	74	58	93	51	56	67	63	62	59	60
<b>Injury Crashes</b>	<b>1,056</b>	<b>889</b>	<b>1,005</b>	<b>916</b>	<b>870</b>	<b>1,042</b>	<b>1,047</b>	<b>982</b>	<b>920</b>	<b>1,001</b>
Severe/Serious*	72	68	71	59	70	55	61	58	90	119
Moderate/Minor*	295	288	270	265	273	315	321	307	407	416
Minor/Possible*	689	533	664	592	527	672	665	617	423	466
<b>Persons Injured</b>	<b>1,425</b>	<b>1,162</b>	<b>1,385</b>	<b>1,219</b>	<b>1,178</b>	<b>1,425</b>	<b>1,387</b>	<b>1,316</b>	<b>1,229</b>	<b>1,356</b>
Severe/Serious*	89	88	90	70	86	80	76	75	116	147
Moderate/Minor*	388	359	358	323	355	419	409	379	515	540
Minor/Possible*	948	715	937	826	737	926	902	862	598	669
<b>PDO Crashes</b>	<b>3,224</b>	<b>2,717</b>	<b>3,099</b>	<b>3,061</b>	<b>2,869</b>	<b>3,637</b>	<b>3,919</b>	<b>3,187</b>	<b>3,199</b>	<b>3,258</b>

\*Note: Injury severity definitions changed in 2016 to serious, minor, and possible. Due to this change, reported injuries at various classifications are not directly comparable to earlier years.

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**Fatalities and Injuries are mostly in other vehicles:**

In two-vehicle collisions, heavier vehicles have the clear safety advantage. Only 3 of the 50 people killed in truck -involved multiple vehicle crashes were in trucks. The other 47 deaths included six motorcyclists, one pedestrian, and 40 persons in cars, SUV's pickups, or vans. Of the 1,119 people injured in multi -vehicle collisions, only 160 (14%) were truck occupants.

**Contributing factors in truck crashes:**

**PERSONS KILLED OR INJURED IN 2017 TRUCK CRASHES  
BY VEHICLE OCCUPIED**

Vehicle Type	Killed	Serious Injuries	Minor Injuries	Possible Injuries	Total Injuries
Car	23	57	224	294	575
Pickup Truck	4	20	42	48	110
SUV	8	16	77	128	221
Van	5	9	24	28	61
Pedestrian	6	8	4	3	15
Bicycle	1	2	0	0	2
Motorcycle	6	6	7	0	13
ATV	0	0	1	0	1
Snowmobile	0	0	1	1	2
Ambulance	1	0	1	0	1
Farm Equipment	0	0	2	3	5
Bus-Non School	0	0	2	1	3
Motorhome/RV	0	6	7	0	13
Hit and Run	0	0	2	3	5
Single Unit Truck, Two-Axle, Six-Tire	1	3	12	26	41
Single Unit Truck, Three-Axle	0	6	21	13	40
Truck Pulling Trailer	0	2	21	21	44
Truck Tractor no Trailer (Bobtail)	0	0	3	3	6
Truck Tractor with Semi Trailer	4	5	56	59	120
Truck Tractor with Triple Trailer	0	0	0	2	2
Truck >10,000 lbs, cannot classify	1	6	32	27	65
Other/Unknown	0	1	1	9	11
<b>Total</b>	<b>60</b>	<b>147</b>	<b>540</b>	<b>669</b>	<b>1,356</b>

**Contributing factors in truck crashes:**

Table 5.03 in this reveals that contributing factors listed by officers are very similar for truck and non-truck drivers. About half of contributing factors were attributed to the truck driver, and half to the non-truck driver. Of all contributing factors reported for truck crashes, 22% were related to road surface conditions. Drivers of trucks were most frequently cited for following too closely (8%). The most commonly cited factor for non-truck drivers was failure to yield right of way (10%)

**CONTRIBUTING FACTORS IN 2017 TRUCK CRASHES**

Contributing Factors	Attributed to Truck Vehicles		Attributed to Non-Truck Vehicles	
	Number	Percent	Number	Percent
<b>Human Factors</b>				
Following Too Closely	316	7.9%	247	6.2%
Careless/Negligent/Erratic Driving	272	6.8%	354	8.9%
Improper Turn/Merge	229	5.7%	221	5.6%
Improper Lane Usage	224	5.6%	264	6.7%
Failure to Yield Right of Way	223	5.6%	396	10.0%
Congestion Backup-Related	187	4.7%	270	6.8%
Run off Road	137	3.4%	11	0.3%
Driver Distracted	111	2.8%	186	4.7%
Driver Swerved	106	2.7%	98	2.5%
Vision Obscured	100	2.5%	52	1.3%
Improper Backing	95	2.4%	10	0.3%
Work Zone	82	2.1%	79	2.0%
Overcorrecting/Oversteering	80	2.0%	57	1.4%
Driver Speeding	78	2.0%	139	3.5%
Disregard Traffic Signs/Road Markings	77	1.9%	48	1.2%
Improper Passing	34	0.9%	83	2.1%
Ran Red Light/Stop Sign	56	1.4%	80	2.0%
Wrong Side/Wrong Way	7	0.2%	20	0.5%
Other Human Factors	371	9.3%	341	8.6%

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## CONTRIBUTING FACTORS IN 2017 TRUCK CRASHES

Contributing Factors	Attributed to Truck Vehicles		Attributed to Non-Truck Vehicles	
	Number	Percent	Number	Percent
<b>Vehicular Factors</b>				
Defective Brakes	62	1.6%	29	0.7%
Defective Equipment	13	0.3%	3	0.1%
Truck Coupling/Trailer Hitch/Safety Chains	10	0.3%	2	0.1%
Defective Mechanical System	9	0.2%	6	0.2%
<b>Miscellaneous Factors</b>				
Road Surface Conditions	887	22.3%	857	21.9%
Over-Sized/Overweight Trucks	38	1.0%	0	0.0%
Shoulders (Non, Low, Soft, High)	22	6.0%	4	0.1%
Debris	10	0.3%	9	0.2%
Ruts, Holes, Bumps	2	0.1%	0	0.0%
Other	155	3.9%	97	2.4%
<b>Total Contributing Factors Cited</b>	<b>3,993</b>	<b>100.0%</b>	<b>3,963</b>	<b>100.0%</b>
<b>Vehicles for Which There Was "No Clear Contributing Factor"</b>	<b>1,584</b>		<b>1,311</b>	
<b>Total Number Persons Involved</b>	<b>4,393</b>		<b>3,603</b>	

Up to eight contributing factors may be associated with each vehicle. This may result in the sum of the factors cited to differ from the number of vehicles. Percentages are based on all contributing factors cited. They may not sum to 100 due to rounding. Bicyclists and pedestrians are included in the "non-truck vehicles" columns in this table.

### Truck Crashes are workday occurrences:

Truck crashes are strongly tied to the workday. In 2017, only 380 (9%) of truck crashes occurred on either Saturday or Sunday. Going back to Table 5.01, reveals a vast majority of truck crashes occur during daytime work hours.

## AGE OF TRUCK DRIVERS IN 2017 CRASHES

Driver Age	Truck or Tractor	Truck with Semi-Trailer	Truck with Twin Trailer	Truck with Other Trailer	Total
14 & younger	0	0	0	1	1
15 - 19	23	3	0	7	33
20 - 24	130	80	1	41	252
25 - 29	184	137	1	57	379
30 - 34	204	189	4	57	454
35 - 39	205	207	5	71	488
40 - 44	195	205	1	75	476
45 - 49	224	223	7	62	516
50 - 54	225	234	7	75	541
55 - 59	213	263	3	109	588
60 - 64	118	216	0	57	391
65 & Older	74	136	4	59	273
Not Stated	0	0	0	1	1
<b>Total*</b>	<b>1,795</b>	<b>1,893</b>	<b>33</b>	<b>672</b>	<b>4,393</b>

\* There were 4,507 trucks involved in 2017 crashes. Table 5.04 tabulates the ages of drivers for the 4,393 trucks where it was possible to identify a driver.

*(continued on next page)*

## DRIVERS IN 2017 TRUCK CRASHES BY PHYSICAL CONDITION\*

Physical Condition	Truck Drivers		Other Drivers	
	Number	Percent	Number	Percent
Apparently Normal	4,261	95.6%	3,433	92.7%
Physical Disability	1	0.0%	2	0.1%
Medical Issue	22	0.5%	18	0.5%
Emotional	1	0.0%	8	0.2%
Asleep or Fatigued	42	0.9%	41	1.1%
Had Been Drinking Alcohol	13	0.3%	63	1.7%
Had Been Taking Illicit Drugs	3	0.1%	12	0.3%
Had Been Taking Medications	3	0.1%	8	0.2%
Other	7	0.2%	14	0.4%
Unknown	103	2.3%	106	2.9%
<b>Total **</b>	<b>4,456</b>	<b>100.0%</b>	<b>3,705</b>	<b>100.0%</b>

\* As noted by police officer on crash report.

\*\* There were 4,507 trucks involved in 2017 crashes. This table tabulates the apparent physical condition of drivers for the 4,393 trucks where it was possible to identify a driver. Additionally there were 3,846 non-truck motor vehicles involved and the physical condition of the identifiable 3,659 non-truck drivers is presented here. Officers have the opportunity to document one or two physical condition factors for drivers, so total counts may be greater than the number of drivers.

## 2017 TRUCK CRASHES BY FIRST HARMFUL EVENT

First Harmful Event	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes	Killed	Injured
<b>Collision With:</b>						
Other Motor Vehicle	48	777	2,397	3,222	50	1,119
Parked Motor Vehicle	1	29	165	195	1	32
Bicycle	1	4	0	5	1	4
Pedestrian	5	10	0	15	5	10
Deer	0	1	8	9	0	1
Other Animal	0	1	10	11	0	1
Railroad Train	0	3	4	7	0	3
Set in Motion by MV	0	4	21	25	0	5
Fixed Object	3	55	394	452	3	59
<b>Non-Collision:</b>						
Overturn/Rollover	0	100	125	225	0	104
Submersion	0	0	0	0	0	0
Fire/Explosion	0	0	6	6	0	0
Other Non-Collision	0	17	128	145	0	18
<b>Total</b>	<b>58</b>	<b>1,001</b>	<b>3,258</b>	<b>4,317</b>	<b>60</b>	<b>1,356</b>

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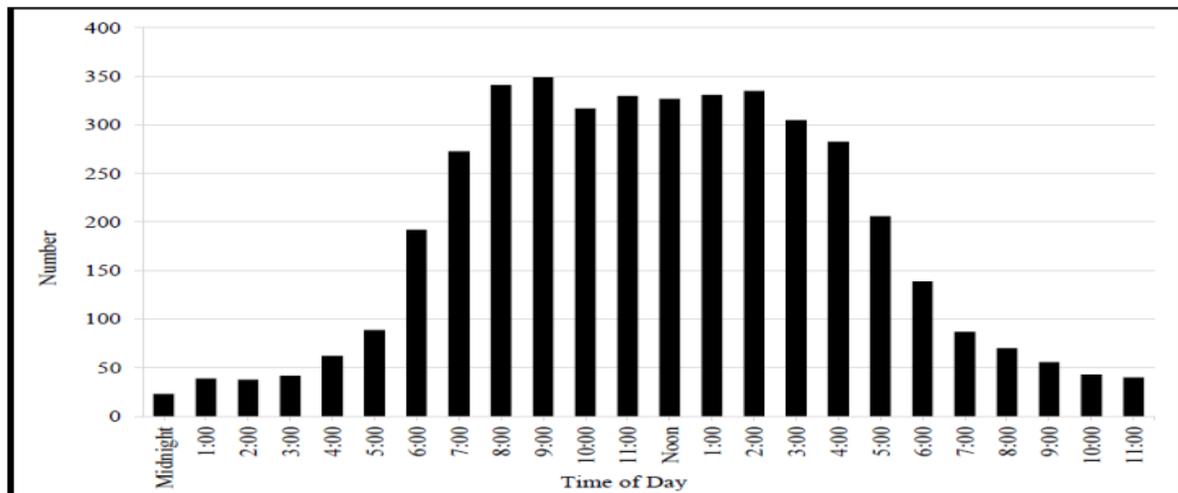
## 2017 TRUCK CRASHES BY MONTH

Month	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes	Killed	Injured
January	3	98	395	496	3	131
February	4	48	196	248	4	65
March	5	64	215	284	6	92
April	4	46	170	220	4	61
May	5	67	251	323	5	88
June	5	108	268	381	6	151
July	4	89	276	369	4	118
August	6	96	295	397	6	142
September	5	88	270	363	5	122
October	12	103	303	418	12	144
November	2	91	263	356	2	120
December	3	103	356	462	3	122
<b>Total</b>	<b>58</b>	<b>1001</b>	<b>3,258</b>	<b>4,317</b>	<b>60</b>	<b>1,356</b>

## 2017 TRUCK CRASHES BY TIME AND DAY

Time of Day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Midnight - 2:59 AM	7	10	20	17	15	9	22	100
3:00 - 5:59 AM	9	31	49	33	26	30	15	193
6:00 - 8:59 AM	10	153	152	177	141	134	39	806
9:00 - 11:59 AM	27	178	224	182	164	171	50	996
Noon - 2:59 PM	27	175	209	196	171	182	33	993
3:00 - 5:59 PM	39	159	128	144	165	128	31	794
6:00 - 8:59 PM	29	62	50	45	46	43	21	296
9:00 - 11:59 PM	17	37	22	21	14	24	4	139
<b>Total</b>	<b>165</b>	<b>805</b>	<b>854</b>	<b>815</b>	<b>742</b>	<b>721</b>	<b>215</b>	<b>4,317</b>

## 2017 TRUCK CRASHES BY TIME OF DAY



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**Driving conditions:**

Driving conditions can vary from day to day in Minnesota, but most truck crashes occurred on dry roads in clear weather. However, 22% of the fatal crashes and 28% of the injury crashes occurred on road surfaces reported to be wet, or to be covered with snow or slush, or with ice or packed snow.

### 2017 TRUCK CRASHES BY ROAD SURFACE CONDITION

Road Surface Condition	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes	Killed	Injured
Dry	45	713	2,244	3,002	47	990
Wet	8	111	346	465	8	136
Snow	3	60	299	362	3	75
Slush	1	16	24	41	1	17
Ice/Frost	1	89	307	397	1	125
Mud, Dirt, Gravel	0	7	28	35	0	7
Debris	0	0	1	1	0	0
Oily	0	1	0	1	0	1
Sand	0	0	1	1	0	0
Ruts, Holes, Bumps	0	0	1	1	0	0
Other	0	2	1	3	0	2
Unknown	0	2	6	8	0	3
<b>Total</b>	<b>58</b>	<b>1,001</b>	<b>3,258</b>	<b>4,317</b>	<b>60</b>	<b>1,356</b>

### 2017 TRUCK CRASHES BY WEATHER CONDITIONS CITED\*

Weather Condition	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes	Killed	Injured
Clear	38	606	1,891	2,535	39	832
Cloudy	14	247	826	1,087	15	343
Rain	4	72	223	299	4	84
Snow	5	82	322	409	5	107
Sleet/Hail	0	21	68	89	0	27
Fog/Smog/Smoke	2	10	16	28	2	12
Blowing Sand/Soil/Dirt	1	33	129	163	1	42
Severe Crosswinds	0	12	34	46	0	14
Other Weather	0	8	14	22	0	8
Unknown	0	4	21	25	0	4
<b>Total</b>	<b>64</b>	<b>1,095</b>	<b>3,544</b>	<b>4,703</b>	<b>66</b>	<b>1,473</b>

\*Officers may report up to two weather conditions so the totals will be greater than number of crashes, injuries, and fatalities.

**Crash severity increases in rural areas:**

For this report, “rural” is defined as an area that has a population of less than 5,000. Probably because high speeds are more often possible in the rural open countryside, crashes in these areas are more severe. Seventy-eight percent of truck-related fatal and 48% of truck -related injury crashes occurred in the rural areas of Minnesota

**2017 TRUCK CRASHES BY POPULATION OF AREA**

<b>Population of City or Township</b>	<b>Fatal Crashes</b>	<b>Injury Crashes</b>	<b>PDO Crashes</b>	<b>Total Crashes</b>	<b>Killed</b>	<b>Injured</b>
250,000 & Over	1	103	577	681	1	138
100,000 - 249,999	0	12	47	59	0	16
50,000 - 99,999	3	143	554	700	4	183
25,000 - 49,999	2	88	395	485	2	126
10,000 - 24,999	5	130	437	572	5	167
5,000 - 9,999	2	46	169	217	2	63
2,500 - 4,999	4	36	152	192	4	49
1,000 - 2,499	6	54	131	191	6	69
Under 1,000	35	389	796	1,220	36	545
<b>Total</b>	<b>58</b>	<b>1,001</b>	<b>3,258</b>	<b>4,317</b>	<b>60</b>	<b>1,356</b>

*TABLE 5.12***2017 TRUCK CRASHES BY TYPE OF ROADWAY**

<b>Roadway Type</b>	<b>Fatal Crashes</b>	<b>Injury Crashes</b>	<b>PDO Crashes</b>	<b>Total Crashes</b>	<b>Killed</b>	<b>Injured</b>
Interstate	6	222	893	1,121	6	316
US Trunk Hwy	12	169	394	575	13	241
MN Trunk Hwy	23	217	501	741	24	305
County State Aid Hwy	12	192	451	655	12	244
County Road	2	15	44	61	2	21
Township Road	0	20	54	74	0	23
Municipal State Aid Hwy	0	57	281	338	0	73
Municipal Street	3	64	404	471	3	83
Other Road	0	45	236	281	0	50
<b>Total</b>	<b>58</b>	<b>1,001</b>	<b>3,258</b>	<b>4,317</b>	<b>60</b>	<b>1,356</b>

# Minnesota State Patrol Inspection Data

Every Year the towing industry changes as so do inspections, rules and regulations. In the four charts below and next page are graphs illustrating the number of inspections, driver violations and vehicle inspections. Also, additional information pertaining to driver age representation in crashes, drug/alcohol and speeding/seatbelt and texting violations. Please take note of this data as they are trends' we need to pay attention to as towing owners and operators. Please share with your employees.

**Minnesota Inspection Data:** The towing and trucking industry continues to struggle with employees and their habits. That may be said about inspections as well. Below is a graph representing the number of Inspections, churning out the number of driver violations as well as vehicle violations. Please note: Driver violations are down as a whole, however, vehicle violations are down but still lead the way when it comes to violations. However, the total number of violations per inspection is down 83 points vs. 2009.

### Minnesota Inspection data



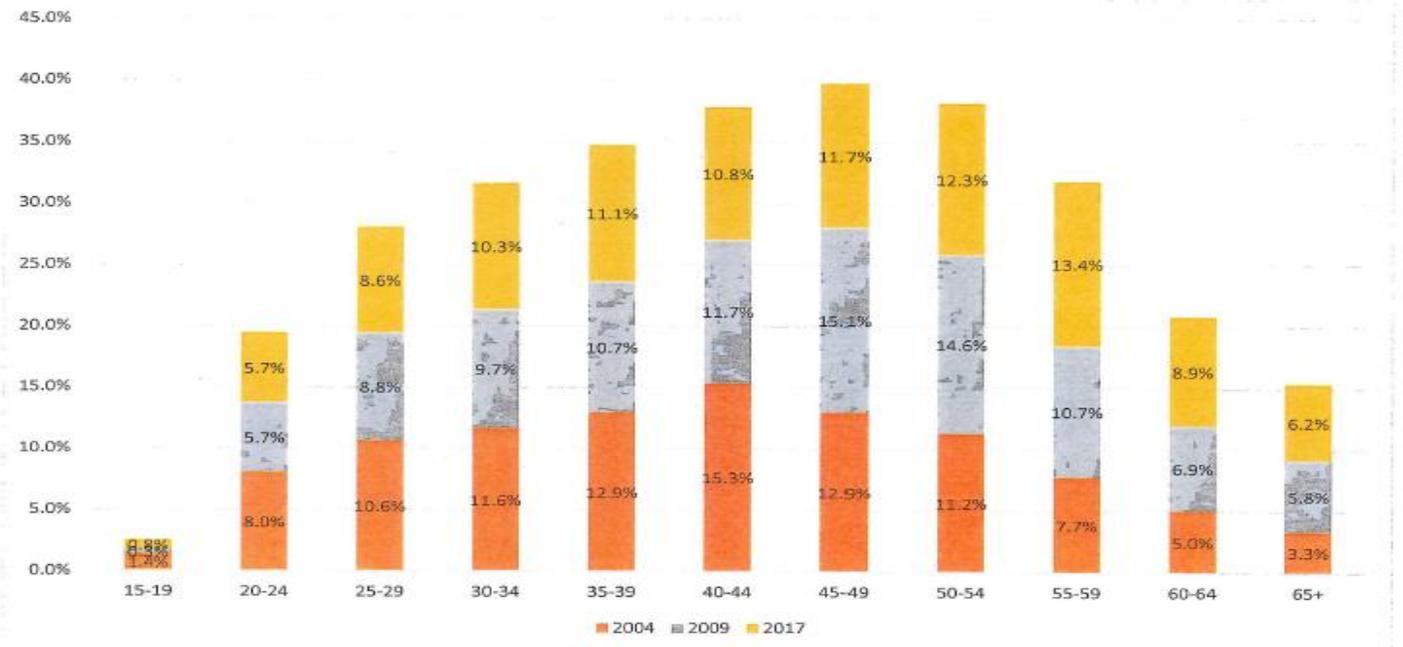
\*2018 is year to date

Violations per Inspection									
2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
2.85	2.69	2.48	2.34	2.14	2.10	2.12	1.86	1.84	2.02

(continued on next page)

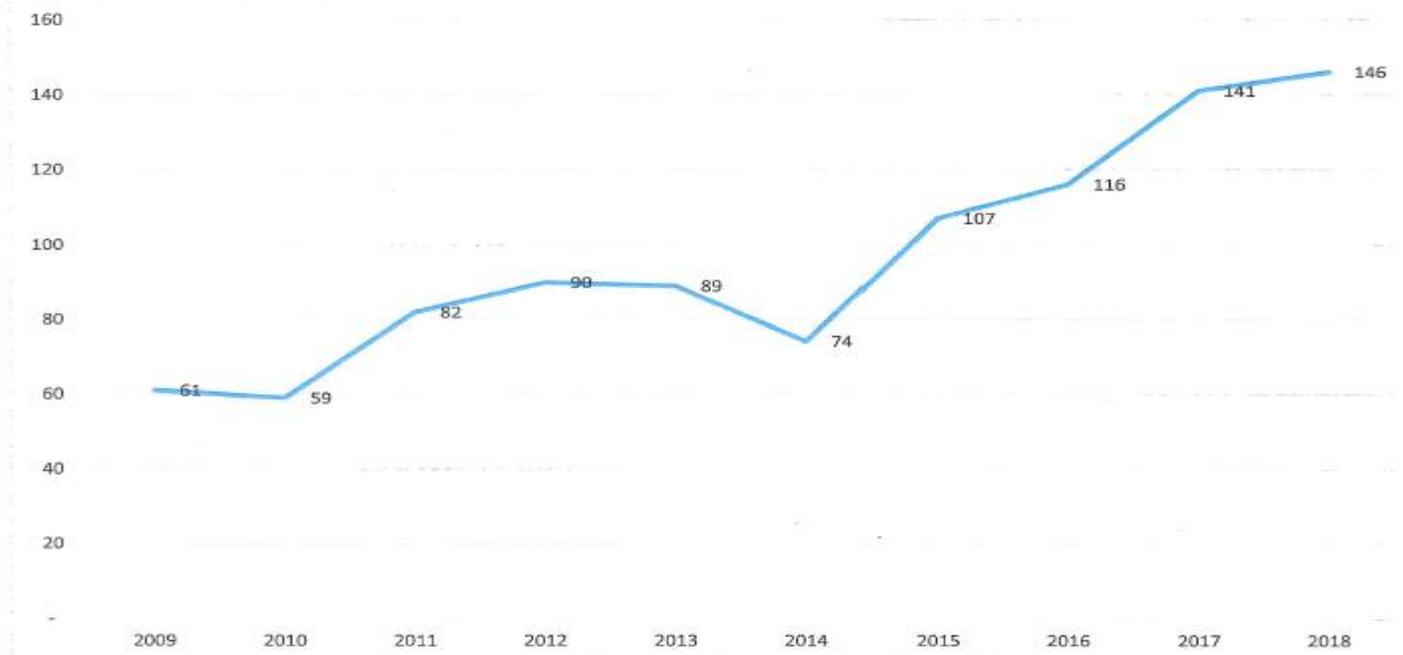
**Driver age representation in MN Crashes:** “Who said the older you get, the more experienced you are”? I think the young pup’s win this one? Statistics below show a driver between the ages of 40- 59 have the most crashes....

**Driver age representation in MN Crashes**



**Drug and Alcohol Violations:** Since 2010, violations for drug and alcohol use has been on a constant increase except for 2014. As business owners, please continue to monitor your employees as it’s a certainty drug and alcohol violations continue to rise...

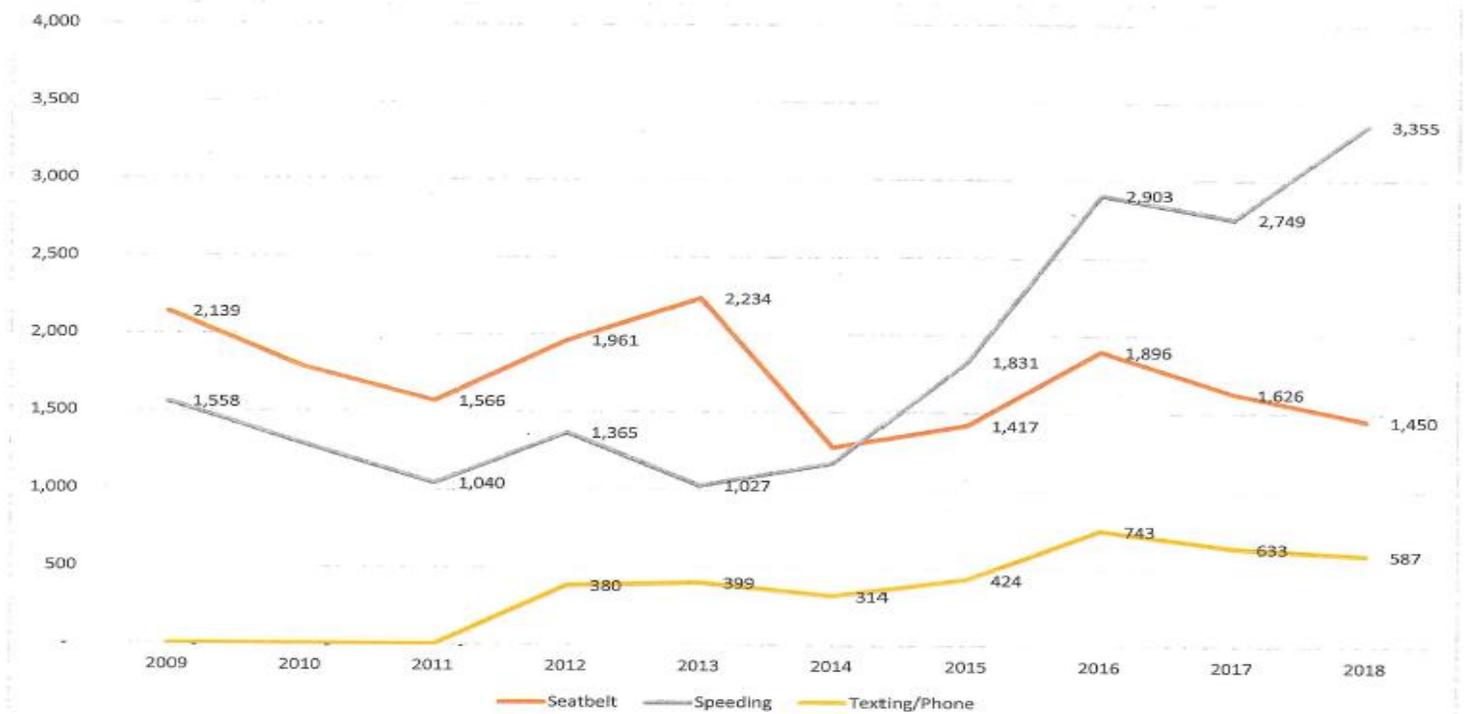
**Drug and Alcohol Violations**



(continued on page 16)

“The Big 3”: Everyday items you as a tow company and employees can control. Seatbelts, Speeding and texting/driving. Please note speeding is on a sharp increase! Correcting the “Big 3” can help your overall company improve as a unit can drive your insurance premiums down. Reduction of speeding + Texting/driving + seatbelts = safer driving and less crashes.

“The Big 3”



When I think of January, I usually think of the New Year, setting new goals, and cold weather! As it turns out though, there’s a whole lot more to January than just those things!

When I began my researching, I realized that not only is January a pretty cool month, it also doesn’t get nearly the credit that it deserves!

So in effort to shed some light on the coolness that is the month of January, here are a few facts you might of known:

1. January is named after the Roman god Janus, who was always shown as having two heads. He looked back to the last year and forward to the new one.
2. The Anglo-Saxons called January “Wulfmonath” as it was the month hungry wolves came scavenging at people’s doors.
3. It’s National Soup Month in the U.S.
4. The only Shakespeare plays that mention January are Much Ado About Nothing and Winter’s Tale.
5. More couples separate or divorce in January than in any other month.
6. January 1st is both the furthest away and closest day to December 31st.



# TWIN CITIES

## WRECKER SALES

St. Paul, MN    [tcwreckersales.com](http://tcwreckersales.com)  
**800-287-4210**



**[www.tcwreckersales.com](http://www.tcwreckersales.com)**  
**1301 Jackson Street - St. Paul, MN 55117**



CENTURY

BEAULES

CHALLENGER

Champion

HOLMES

CHEVRON



# Member Directory

<b>Albert Lea</b>	Allen's Tow & Travel 507-373-3551	<b>Duluth</b>	Dukes Towing 218-722-8885 Mrs. Mac's Towing 218-393-7377 East End Towing 218-349-3991	<b>Maple Grove</b>	Chase Towing & Transport 763-315-3995
<b>Anoka</b>	North Star Towing 763-427-4160	<b>Eagan</b>	Mark's Towing 651-454-1533	<b>Marshall</b>	Pulver Towing 507-828-5720
<b>Apple Valley</b>	Dick's Valley Service 952-432-2848	<b>Eden Valley</b>	Jack's Towing 320-453-6560	<b>Medina</b>	Kelly's Wrecker Services 763-473-0558
<b>Austin</b>	Midtown Towing 507-433-7374	<b>Elk River</b>	Collins Brothers Towing 763-241-9177	<b>Melrose</b>	Shaggy's Towing 320-256-7855
<b>Baxter</b>	Collins Brothers Towing Of St. Cloud, Inc. 218-822-5525	<b>Excelsior</b>	Williams Towing 952-446-9650	<b>Minneapolis</b>	Blaine Brothers 763-780-5130 Miller Towing 612-827-5591 Schmit Towing 763-253-1568
<b>Blackduck</b>	Bogart's Towing 218-835-4548	<b>Faribault</b>	Glenn's Service LLC 507-334-4202	<b>Minnetonka</b>	Kustom Karriers 952-938-4680
<b>Blaine</b>	Twin Cities Transport & Recovery 763-784-7501 Dan's Complete Auto Care 763-784-8668 Frovik's Towing 763-786-9220	<b>Fergus Falls</b>	Beyer Towing 218-205-6137	<b>Moorhead</b>	Aggressive Towing & Recovery 218-287-2344 Ed's Towing Service 218-233-7740
<b>Blooming Prairie</b>	Darrick's Preferred Auto 507-583-9994	<b>Forest Lake</b>	Dan's Towing 654-464-5551 Harold's Towing & Recovery 651-464-5313	<b>New Brighton</b>	Freeway Towing 651-633-5525 Statewide Towing 651-633-4262
<b>Bloomington</b>	Chief's Towing, Inc. 952-888-2201	<b>Golden Valley</b>	Feist Automotive 763-544-5512	<b>Oakdale</b>	Twin Cities Transport & Recovery 651-770-0152  Absolute Towing & Recovery 651-337-2149
<b>Brooklyn Park</b>	Cardinal Towing 763-535-1202 Citywide Service 763-424-4900	<b>Hutchinson</b>	Modern Towing 320-587-4603	<b>Owatonna</b>	Dean's Westside Service 507-455-1950 Sweet Towing & Repair 507-451-3424
<b>Burnsville</b>	Captain Towing 952-856-2901	<b>Inver Grove Heights</b>	South East Towing 651-451-9721	<b>Plymouth</b>	Plymouth Automotive 763-544-3202 Frankies Towing Co 763-595-0321
<b>Cannon Falls</b>	Siewert's Towing 507-263-4791	<b>Ironton</b>	AutoSmith Service Group 1-218-545-5715	<b>Ramsey</b>	Bee Line Towing 763-568-0858
<b>Coon Rapids</b>	Highway 10 Mobil 763-757-6789	<b>Lakeville</b>	Marek's Towing & Repair 952-469-3182		
<b>Crystal</b>	North Suburban Towing 763-535-2201	<b>Loretto</b>	Loretto Towing 763-479-1943		
<b>Detroit Lake</b>	Aggressive Towing & Recovery 218-287-2344	<b>Mankato</b>	Affordable Towing 507-388-8697 All American Towing 507-345-5005		

# Member Directory

<b>Red Wing</b>	Midway Auto 651-388-8296 Siewerts Garage 651-388-9163	<b>Tyler</b>	Bruender's Corner Mart 507-247-5587	<b>Independence</b>	Kabus Auto Body & Recovery 715-985-2252
<b>Rochester</b>	CSC Towing 507-289-8344 Rochester Towing, LLC 507-288-7317 Pulver Towing 507-282-3851	<b>Virginia</b>	Armory Shell Towing & Service 218-741-6050	<b>Roberts</b>	Jerry's Towing 715-749-4450
<b>Rogers</b>	Burdas Towing 763-428-9911	<b>Waseca</b>	Bocks Service Inc. 507-835-5407 Tesch Service Center 507-835-4610	<b>Superior</b>	Lake City Towing 218-722-7781
<b>Sauk Centre</b>	Centre Towing Inc. 320-352-1500	<b>Willmar</b>	Ed's Service Center & Sales 320-235-5945	<b><u>ASSOCIATE</u></b>	
<b>Savage</b>	Allen's Service Inc. 952-894-1000	<b>Winona</b>	Borkowski Towing & Salvage 507-452-9073	<b><u>Auto &amp; Equipment Sales</u></b>	
<b>Scanlon</b>	Blaine Brothers 218-879-6681	<b>Zumbrota</b>	Bergs Towing & Repair 507-732-5613	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	
<b>Shakopee</b>	Shakopee Towing, Inc. 952-445-0030	<b><u>IOWA</u></b>		<b><u>Financing/Leasing</u></b>	
<b>Spring Lake Park</b>	Citywide Service 763-432-4550	<b>Sioux City</b>	Meier Towing Inc 712-258-0609	Water Street Funding Tim Olson 763-742-7898	
<b>St. Anthony</b>	Twin Cities Transport & Recovery 612-789-4245	<b><u>NORTH DAKOTA</u></b>		<b><u>Health Insurance</u></b>	
<b>St. Cloud</b>	Collins Brothers Towing Of St. Cloud, Inc. 320-257-5525 Andy's Towing 320-251-5691	<b>Bismarck</b>	Berg's 24 Hour Towing 701-663-6491	Haas Managed Benefits Bill Haas 763-421-6153	
<b>St. Francis</b>	Ark Towing & Recovery 763-434-1686	<b><u>SOUTH DAKOTA</u></b>		<b><u>Insurance</u></b>	
<b>St. Paul</b>	Twin Cities Transport & Recovery 651-642-1446	<b>Big Stone</b>	The Shop, Inc. 605-862-8215	Midwest Insurance Service John Hall 651-439-5939	
<b>Stewartville</b>	Tri-State Towing 651-439-5744	<b>Sioux Falls</b>	Ace Towing Inc. 605-332-2173	<b><u>Salvage/Auction</u></b>	
<b>Stillwater</b>	Stillwater Towing 651-439-5744	<b><u>WISCONSIN</u></b>		Copart Inc Scott Gilles 763-432-7258	
		<b>Ashland</b>	Tomlinson's 24 Hour Towing 715-682-2717	<b><u>Uniforms</u></b>	
		<b>Baldwin</b>	Day & Nite Towing, LLC 715-684-3359	Cintas Dan Chanski 763-425-6666	
		<b>Balsam Lake</b>	Lake Services Unlimited 715-857-5753		
		<b>LaCrosse</b>	Goldbeck Towing Service 608-781-4869		

# UPCOMING EVENTS

## **MPTA Board Meeting**

**February 19, 2019**

**6:00 pm Dinner  
6:30-8:30 pm Meeting**

**MPTA Office  
2886 Middle Street  
Little Canada, MN 55117**

**May reschedule due to weather– check  
Facebook**

## **One Day, Basic Light Duty Tow School**

**April 24, 2019**

**Time and place  
To be determined**

**Look for more information to follow**

## **2- Day, Heavy Duty Tow School Featuring Tom Luciano**

**May/June 2019**

**Times and place  
To be determined**

**Look for more information to follow**

## **MPTA Annual Picnic Eve of Destruction**

**Saturday, August 3, 2019**

**Elko Speedway**