

# NEWSBREAK

## April 2023 Publication of the Minnesota Professional Towing Association



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### Tips for Towing Electric Vehicles as a Revenue Stream Safely- A new opportunity for the Towing Industry



Watching a three-minute video on Tow Industry Week intensifies the realization of the future within the towing industry for Electric Vehicles. Maybe it's time the towing industry wakes up everywhere and in Minnesota, after all there are over 15,000 EV's in Minnesota alone and more on their way.

Members of the MPTA or any business are looking for opportunities or even niches in the market. Watching the three-minute video, I was excited to learn how a Texas towing operator retro-fit the back of his truck to house a Siemens "Charge Me" electric generator fitted on a Bed-slide to accommodate any EV stranded on the roadway needing a charge. Not sure how many MPTA members have this equipment-now is the time to find a niche and market to 15,000 EV owners in Minnesota. There may be a database of EV owners our towing owners may access as an opportunity to EV users. Hey, I'm willing to bet there may even be an app for mobile EV charging? In the video, sounds like a motor club is already promoting this opportunity.

How many MPTA members can admit they know what a "Faraday Bag"? A Faraday Bag is a lined bag where the key-fab for the EV ignition should be placed ensuring the EV doesn't start up or engage the engine when the EV is either being safely winched on to the flat-bed and or placed on the flat-bed for transit.

EV's are becoming more available as the knowledge of the towing and transporting of the EV should also become more available to MPTA members. Currently MPTA is lining up a 4-5 hour EV training class slated in June covering the basics of properly hooking up and transporting an EV safely and the "Do's and Don'ts for engaging with a EV. – Stay tuned.

[Tips for Towing Electric Vehicles as a Revenue Stream Safely: Mobile Charging Works for Texas Towman - YouTube](#)

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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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## Message From MPTA President, Ron Gardas Jr.

Hello Everyone,

With the changing of the seasons, the coming of spring, and the budding of trees has always been a metaphor for something new. In the Minnesota towing industry this year it seems to be true as well. A changing of the guard of sorts has happened.

Congratulations to Brett Letourneau of Citywide service. Brett sold Citywide service, a company that his father started in 1975. Brett then bought the company in 2000 and took it to the next level. Brett sold to his long-time manager Matt and his wife Karra who was the office manager. Matt and Karra, congrats on your purchase you have some large shoes to fill. Brett has been a long-time board member and a past president hoping that you will follow that trend.

Also, a congratulations to Mike Miller and Miller family of Miller Towing. Mike started Miller Towing alongside his wife Valery in 1983. After the passing of Valery, Mikes two sons Ben and Ryan stepped up and worked side by side with their father. When Mike started having heart, and clogged artery issues he was able to live a more relaxed life at his home in Sandstone. You couldn't keep him away though as he would still talk to the shop and talk to customers regularly. Miller Towing has been a staple in Minneapolis and in the Minnesota towing scene for a number of years. Miller Towing was sold to Collins Brothers of St. Cloud.

Historically spring is the slow time for the towing industry. I hope everyone uses this time to not only clean and organize trucks but use this time for training. Always can use training in towing field and don't forget training on incident management. Also don't forget that we are taking applications for board members and looking for help from membership on the upcoming training classes.



**Ron Gardas Jr**  
*President - Minnesota Professional Towing Association*  
*Vice President - Heavy Operations*  
**Twin Cities Transport & Recovery**

# Scrappage Is Shaping the Aftermarket



"Vehicles in operation (VIO) are a primary determinant of the volume and mix of the light vehicle aftermarket products and brands in the U.S. The VIO is shaped by new car and light truck annual sales and the vehicle scrappage (vehicles removed from operation)."

"The relative importance of these two factors in shaping the VIO and, therefore, the aftermarket is changing. Over the past 3 years (2020 to 2022) new vehicle sales have moved sharply lower, with annual volume down approximately 15%. Lang Marketing projects that new vehicle sales will remain weak through 2024 and, perhaps, longer. Accordingly, the number of vehicles in operation and their age and nameplate mix are changing based on the number and type of vehicles being scrapped each year."

## **Low Scrappage Rates**

The vehicle scrappage rate in the U.S. historically increased with the growth of new vehicle sales and declined when the new car and light truck market slumped. Before COVID-19, light vehicle sales were running at a record-high rate and, contrary to historical patterns, annual vehicle scrappage was low.

## **Annual Scrappage Rates**

From 2000 to 2010, annual scrappage averaged more than 5.3% of vehicles in operation.

In 2013, the light vehicle scrappage rate rose to 5.7%. However, in 2016 when new car and light truck volume reached 5 million more than five years earlier, the scrappage rate fell to 4.4%.

Despite record-high new car and light truck annual sales between 2015 and 2019 (yearly sales averaged more than 17 million), annual scrappage averaged only 4.5%, significantly lower than the 5.2% average annual scrappage over the previous five years (2010 to 2014).

Scrappage, during 2020 through 2022 averaged below 5.0%, despite some "catchup" in scrappage stemming from the low annual levels of the previous five years.

## **Differing Scrappage Rates by Vehicle Features**

The annual scrappage rate varies by three vehicle features: age, nameplate and power plant.

With new vehicle sales at a low ebb since 2020, scrappage has taken on a greater significance in shaping the VIO according to these three vehicle features.

## **Vehicle Longevity and Age**

The average life of vehicles in operation has significantly increased over the past three decades as manufacturing techniques have improved and the durability of materials used in new cars and light trucks has increased.

These factors have boosted the age at which vehicles are scrapped. In addition, the increasing value of used vehicles has raised the cost threshold at which vehicles are scrapped due to accidents.

Accordingly, even as the average age of vehicles increased and the number of older cars and light trucks on the road climbed, the scrappage of older vehicles has been moderate among age groups that traditionally had high scrappage rates.

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## **Domestic Nameplates**

Domestic nameplates account for a minority of new car and light truck sales but represent a large share of vehicle scrappage. This reflects the higher average age of domestic nameplates compared to their foreign counterparts. Despite averaging more than 53% of cars and light trucks in operation from 2016 through 2021, domestic nameplates represented two-thirds of light-vehicle scrapped during these years.

## **Foreign Nameplates**

The VIO share of foreign nameplates was one-third greater between 2016 and 2021 than their 33% share of vehicles scrapped during this time. This reflects the younger average age of foreign nameplates and their higher average value compared to domestic nameplates of the same age category.

## **Scrappage by Power Plant**

Almost all vehicles scrapped in the U.S. are Internal Combustion Engine (ICE) models. Accordingly, low annual scrappage allows greater numbers of ICE vehicles to remain in operation, boosting the size of the ICE aftermarket. In contrast, low new vehicle sales diminish the number of ICE vehicles in operation, but ICE cars and light trucks still account for the predominance of cars and light trucks on U.S. roads (99% in 2022).

## **Aftermarket Impact**

Low scrappage rates in the U.S. are boosting aftermarket size and changing the mix of aftermarket products and brands used. This occurs in three ways.

First, low scrappage boosts the average age of vehicles in operation and the population of older cars and light trucks on the road. Since older vehicles use more aftermarket products per mile than newer models, low scrappage helps to increase aftermarket sales.

Second, since vehicle scrappage is concentrated among domestic nameplates, low rates mean that more domestic nameplate cars and light trucks remain in operation longer. This slows the rate at which the domestic nameplate aftermarket is declining.

Third, low scrappage rates help to maintain the number of ICE vehicles in operation since virtually all vehicles scrapped (besides those in accidents) are ICE vehicles. Accordingly, low scrappage boosts the ICE aftermarket.

## **Six Major Takeaways**

- The VIO in the U.S. is shaped by new car and light truck annual sales and the vehicle scrappage rate. Over the past few years, the relative importance of these two factors in shaping the VIO has shifted.
- Despite record-high new vehicle sales from 2015 through 2019, annual scrappage averaged only 4.5%, substantially lower than the 5.2% average yearly rate over the previous 5 years. Scrappage remained moderate from 2020 through 2022, despite an increase in the average age of vehicles in operation and the growing population of older cars and light trucks.
- The rate of vehicle scrappage varies by three vehicle features: age, nameplate and power plant.
- Low scrappage increases the average age of the VIO and the population of older vehicles. Since older vehicles use more products per mile than newer models and product brand use differs by vehicle age, low scrappage is boosting aftermarket product volume and influencing aftermarket brand use.
- Low scrappage helps to keep more domestic nameplates on the road, slowing the aftermarket reduction of that aftermarket segment. Since product brand use differs between domestic and foreign nameplates, the domestic and foreign nameplate share of aftermarket product volume influences product brand use.
- Since ICE vehicles constitute 98% of the VIO, low scrappage keeps more ICE vehicles on the road, boosting the ICE aftermarket and the volume of aftermarket brands.



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## 1- Day Basic Light Duty Hands-On Training Class

Tuesday, May 16, 2023

Held at "Together Place Church" - 3860 Flowerfield Road, Blaine, MN 55014

*The one day course focuses on the basics of everyday towing with a 1-ton, flatbed, basic hook-ups, use of dollies, and wheel lifts with limited classroom instructed by Ron Feist, Ron Gardas Jr. and the Minnesota Professional Towing Association Board of Directors.*



**Send completed form to:**

MPTA  
2886 Middle Street  
Little Canada, MN 55117  
Phone: 651-487-2231  
Fax: 651-487-2447  
nikki@mnssa.com

**Hands-On Training**

Members:

\$195.00 per student

Non-Members:

\$295.00 per student

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

**Hotel:**

Country Inn & Suites

5995 Rice Creek Pkwy  
Shoreview, MN 55126  
651-784-6000

**Tuesday, May 16, 2023 Agenda**

7:30am Registration  
8:00am to 5:00pm Classroom & 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 Of Attendance\*\*\**

**Registration Form**

Business Name \_\_\_\_\_ Member #: \_\_\_\_\_

Address \_\_\_\_\_

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Name of Student (s): \_\_\_\_\_ Total \$ \_\_\_\_\_

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# Minnesota Professional Towing Association 2023 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 20<sup>th</sup>** 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**

Please contact the MPTA Office for Scholarship Application  
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## Legislative Updates

### **TRAA Continues Opposing FMCSA Proposed Rulemaking Requiring Speed Limiters**

Despite receiving nearly 16,000 comments last year (primarily against), the Federal Motor Carrier Safety Administration (FMCSA) is moving forward with their rulemaking on speed limiting heavy vehicles. The agency is expected to take their next step, a notice of proposed rulemaking (NPRM), in June 2023. The proposal would require that "(CMVs) in interstate commerce with a gross vehicle weight rating (GVWR) or gross vehicle weight (GVW) of 11,794 kilograms or more (26,001 pounds or more), whichever is greater, that are equipped with an electronic engine control unit (ECU) capable of governing the maximum speed be required to limit the CMV to a speed to be determined by the rulemaking and to maintain that ECU setting for the service life of the vehicle." A speed has not been determined, but previous proposals mentioned rates of 60, 65 or 68 miles per hour.

TRAA understands the intention of FMCSA, NHTSA, and other groups to improve roadway safety and reduce roadside fatalities. However, TRAA opposes the proposal based on our belief that CMV speed limiters would in fact have the opposite effect. While there are several problems with the proposal, our primary concerns are the following:

- **Increased Risk of Traffic Incidents:** Speed limiters prevent operators from changing speeds as necessary to move with traffic flow. Variations in speed increase the rate of interactions between vehicles which in turn increases the rate of incidents. Operators must be able to slow down or speed up based on the traffic conditions, location, and environment to limit interactions with other vehicles.
- **Increased Danger to Responders:** Commercial vehicle operators must be able to move with the flow of traffic and change lanes as needed. Any efforts that prevent an operator's ability to do so increases the risk of death or injury to any responder or motorist along the roadside. Nothing should prevent an operator's ability to Move Over.

TRAA is again joining forces with other organizations that are also in opposition to the proposal including OOIDA and others. While we don't agree on everything, we do agree that this proposal is bad news and TRAA's participation on similar coalitions for the insurance mandate, Dr. Weil's nomination, etc. have yielded the desired outcomes. The coalition will be meeting with members of the House and Senate Appropriations Committees over the next several weeks to increase awareness of and opposition to the mandate. We'll keep the membership posted on the coalition's progress.

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## **TRAA Endorses & Secures Inclusion in National Work Zone Awareness Week Resolution**

A bipartisan Senate resolution introduced by Senators Braun and Blumenthal to recognize April 17-21, 2023, as National Work Zone Awareness Week (S.Res.130) has been agreed in the Senate. The goal of the resolution is to raise awareness and educate motorists on how to safely move through and operate in work zones and decrease the risk to those working on the nation's roadways. Thanks to TRAA's efforts towing and recovery professionals are specifically included in the resolution under Section (3) – Subsection (G) which states, "providing towing and recovery professionals room to facilitate the process of clearing crashes."

While the proposal is specific to work zones or "road construction sites", the dangers posed are not limited to highway or construction workers. Traffic incident management (TIM) partner disciplines, including towing and recovery professionals, are called to address and clear these crashes in work zones when they occur thereby also putting themselves in danger of being struck. Additionally, TIM partner disciplines are also roadway users in the execution of their duties which puts us at risk for being involved in a crash ourselves.

In addition to TRAA, the resolution is endorsed by 12 other national groups including AAA National, American Traffic Safety Services Association, the American Association of State Highway and Transportation Organization, Governors Highway Safety Association, National Safety Council, and more.

As your voice on Capitol Hill, TRAA is proud to be advocating on behalf of the industry and our members. We appreciate the support of each and every member; we couldn't do this critical work without you!

## **TRAA is the industry's watchdog in D.C.!**

TRAA provided this content as an industry update for Associations such as the MPTA. For more Information on TRAA [www.traaonline.com](http://www.traaonline.com)

The banner features a vibrant Las Vegas night scene with a red tow truck on the left, a roulette wheel on the right, and a city skyline in the background. Text elements include: 'TOW INDUSTRY WEEK • MAY 16-18, 2023' at the top; 'TOW TRUCK MEGA SHOW' in large, glowing yellow letters; 'AMERICAN TOWING SHOWPLACE Las Vegas' in a stylized font; 'Welcome CTTA Annual Convention' on a sign on the truck; and 'Exhibit Hours: Wed., May 17, Noon - 5 pm & Thur., May 18, Noon - 5 pm' at the bottom.

[\*\*www.ATShowPlace.com\*\*](http://www.ATShowPlace.com)

# Protecting Roadside Workers: Field Evaluation of a Vehicle-Mounted Variable Message Sign and Examination of Worker Perceptions and Use of Countermeasures

**This project assesses the effectiveness of a vehicle-mounted variable message sign in promoting safer behaviors in passing motorists. The study also examined workers' perceptions and adoption or use of different countermeasures.**

## Introduction

Roadside service and incident response personnel, including law enforcement officers, emergency responders, and towing and service operators, have a high incidence of severe occupational injury while responding to traffic incidents and providing roadside services. Many countermeasures exist that can afford protection to these roadside workers; however, more research is needed to understand the effectiveness of different countermeasures.

This study aimed to evaluate the effectiveness of a specific countermeasure deployed on service vehicles—a vehicle-mounted variable message sign (VMS)—in promoting safer behaviors in passing motorists. Additionally, the study gathered information about workers' perceptions and adoption or use of different countermeasures. Finally, information was gathered from online news articles regarding the circumstances surrounding different types of roadside incidents.

## Key Findings

### Evaluation of Vehicle-Mounted Variable Message Sign

- When the VMS was active, drivers were more likely to move over (change lanes) and slow down than in the cases when the VMS was not active. The odds of a vehicle moving over were 95% higher when the VMS is used.
- Passenger vehicles were more responsive to VMS use than trucks or buses (although both vehicle types are more likely to move over when VMS is active compared to when not).
- If a vehicle was making a lane change, its speed also tended to be lower than those who stayed in a lane (i.e., borrowing from the slogan, they would “slow down” and “move over”).
- The presence of service personnel working outside of the vehicle on the roadside tended to increase the likelihood of passing vehicles moving over.

### Insights from Survey and Focus Groups

- Many outcomes were gleaned from the survey and focus groups. Some select findings include the following:
- Respondents from the towing and recovery industry were less likely to receive training than responders from other agencies.
- TIM training showed only small correlations with the use of certain countermeasures and did not show any association for others.
- High-visibility apparel and emergency vehicle lighting were the two most frequently used countermeasures by the respondents. Complacency was the most common reason cited for not always using high-visibility clothing.
- Only 38% of the respondents reported always using traffic cones. Not carrying traffic cones in the service vehicles was the most common reason cited.
- Survey respondents from the towing and recovery industry had the highest odds of experiencing a (self-reported) struck-by incident compared to any other agency group, except for fire departments, which were equivalent.
- Respondents who do not always or frequently use safety apparel, emergency lighting, and traffic cones had higher odds of getting struck than those who frequently use these countermeasures.
- Responders with TIM training did not experience lower odds of being involved in struck-by or near miss incidents than responders without training.

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### **Text Mining of News Data**

- Law enforcement agencies are associated with over half of struck-by incidents and line-of-duty deaths (LODD) reported by the news. Nearly 20% of reported LODD incidents involved tow truck drivers.
- Morning and night incidents are frequently reported in the news.

### **Implications**

The results from the field study suggest that using VMS can positively impact the behaviors of passing motorists, especially in passenger vehicles; therefore, where vehicles or fleets can accommodate this feature, this should be strongly considered as a countermeasure to protect roadside incident and service personnel.

The results of the current work also help shed insight into reasons why roadside workers do not adopt or use different countermeasures. In many cases, training (including raising awareness), practice, increasing access, or implementing policies or mandates might help to encourage and promote the use of available countermeasures. Education regarding the risks and/or the efficacy of certain countermeasures might be one avenue to reducing complacency or correcting perceptions that certain countermeasures are ineffective.

Based on the modeling efforts, training alone did not have an impact on the occurrence of struck-by and near-miss events, suggesting that the relationship between training and safety experience can be complex. For example, agencies or individuals that experience such incidents might receive remedial training in response. The outcomes might also indicate that existing training programs have room for improvement. For one, it was found that training did not significantly increase compliance with many countermeasures.

### **Methodology**

#### **Field Study**

Video data was collected from one of the Alabama Service Assistance Patrol (ASAP) vehicles, which is equipped with a vehicle-mounted variable message sign (VMS), operating on a 25-mile stretch of interstate in west central Alabama. Over 50 hours of videos were collected between August and October 2021 and 40 different ASAP vehicle stops at various locations were observed. Data from each stop was segmented according to whether the VMS was active or inactive. When active, the VMS displayed a flashing diamond sign.

Deep learning techniques were implemented to extract information from the videos to capture the maneuvers of vehicles approaching the ASAP vehicle, including their speed, lane change behavior, and distance to the ASAP vehicle when a lane change was made. Regression models were used to examine the influence of VMS status on these measures. A range of other factors were also examined in the models, including characteristics of the vehicles, road, and traffic environment.

#### **Focus Groups**

Five virtual focus group meetings were attended by a total of 18 participants from four fields of incident management (police, DOT, EMS, and towing and roadside service). Each meeting lasted approximately 90 minutes and the main discussion topics dealt with the adoption of common countermeasures and safety protocols.

#### **National Survey**

An online survey was developed and distributed. Data from 1,621 respondents from a variety of occupations were included in the analysis. The survey gathered information from participants, including: (i) their socio-demographic information and agency type (fire, police, paramedics, towing services, etc.); (ii) their experiences with crashes or near-misses while working on the roadside, and (iii) their adoption or use of a variety of countermeasures and safety protocols.

#### **Narrative Text Mining**

A total of 5,113 responder-involved incidents were gathered from online news reports dated between July 11, 2001, and December 6, 2020. Through narrative text mining techniques, key attributes of these news-reported incidents were examined in relation to different incident outcomes, i.e., injury severity of the responder involved in the struck-by incident.



# Member Directory

<b>Aitkin</b>	Dennis' Towing 320-684-2825	<b>Crystal</b>	North Suburban Towing 763-535-2201	<b>Marshall</b>	Pulver Towing 507-828-5720
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<b>Blaine</b>	Twin Cities Transport & Recovery, Inc. 651-642-1446	<b>Eden Prairie</b>			Schmit Towing 763-253-1568
	Dan's Complete Auto Care 763-784-8668		Bobby & Steve's Auto World 952-944-1690		Silverback Towing & Recovery 763-332-1563
	Froviik's Towing 763-786-9220	<b>Eden Valley</b>	Jack's Towing 320-453-6560		
	Citywide Service Corp 763-786-9020	<b>Elk River</b>	Collins Brothers Towing 763-241-9177	<b>Minnetonka</b>	Kustom Karriers 952-938-4680
<b>Bloomington</b>	Darrick's Preferred Auto 507-583-9994	<b>Faribault</b>	Glenn's Service LLC 507-334-4202	<b>Monticello</b>	Burdas Towing 320-257-5525
		<b>Fergus Falls</b>	Beyer Towing 218-205-6137	<b>Moorhead</b>	
		<b>Forest Lake</b>	Dan's Towing 654-464-5551		Aggressive Towing & Recovery 218-287-2344
			Twin Cities Transport & Recovery, Inc 651-642-1446		Ed's Towing Service 218-233-7740
		<b>Golden Valley</b>	Feist Automotive 763-544-5512	<b>Motley</b>	
		<b>Grand Marais</b>	Cook County Towing 218-663-7475		Collins Brothers Towing Of Motley 320-257-5525
		<b>Hamel</b>	MN Towing and Repair 612-326-6687	<b>Mountain Iron</b>	Iron Range Towing and Automotive 218-780-1726
		<b>Inver Grove Heights</b>		<b>New Brighton</b>	Freeway Towing 651-633-5525
			South East Towing 651-451-9721		Statewide Towing 651-633-4262
		<b>Ironton</b>	AutoSmith Service Group 1-218-545-5715	<b>Newport</b>	Absolute Towing & Recovery 651-337-2149
		<b>Lafayette</b>	Five Star Towing 507-843-2677		
		<b>Lakeville</b>	Marek's Towing & Repair 952-469-3182	<b>Oakdale</b>	Twin Cities Transport & Recovery, Inc. 651-642-1446
		<b>Little Falls</b>	Collins Brother Towing Of Little Falls 320-257-5525	<b>Owatonna</b>	Dean's Westside Service 507-455-1950
		<b>Loretto</b>	Burdas Towing 320-257-5525		Sweet Towing & Repair 507-451-3424
		<b>Mankato</b>	Affordable Towing 507-388-8697		
<b>Brooklyn Park</b>	Citywide Service 763-424-4900				
<b>Brainerd</b>	Collins Brothers Towing Of St. Cloud, 218-822-5525				
<b>Burnsville</b>	Captain Towing 952-856-2901				
<b>Cannon Falls</b>	Siewert's Towing 507-263-4791				
<b>Clearwater</b>	Blaine Brothers 320-558-9966				
	Collins Brothers Towing & Repair 320-257-5525				
<b>Columbia Heights</b>	Bobby & Steve's Auto World 952-944-1690				
<b>Coon Rapids</b>	Highway 10 Towing 763-757-6789				
	Corky's Towing 612-919-1106				

# Member Directory

**Paynesville**  
Collins Brothers Towing & Repair  
320-257-5525

**Plymouth**  
Plymouth Automotive  
763-544-3202  
Frankies Towing Co  
763-595-0321

**Ramsey**  
Nicety Towing  
763-245-2619

**Red Wing**  
Siewerts Garage  
651-388-9163

**Rochester**  
CSC Towing  
507-289-8344  
Rochester Towing, LLC  
507-288-7317  
Pulver Towing  
507-282-3851

**Rogers**  
Burdas Towing  
763-428-9911

**Sauk Centre**  
Centre Towing Inc.  
320-352-1500

**Savage**  
Allen's Service Inc.  
952-894-1000

**Scanlon**  
Blaine Brothers  
218-879-6681

**Spring Lake Park**  
Citywide Service  
763-432-4550

**St. Anthony**  
Twin Cities Transport  
& Recovery, Inc.  
651-642-1446

**St. Cloud**  
Collins Brothers Towing  
Of St. Cloud, Inc.  
320-257-5525  
Andy's Towing  
320-251-5691

**St. Francis**  
Ark Towing & Recovery  
763-434-1686

**St. Paul**  
Twin Cities Transport &  
Recovery, Inc.  
651-642-1446  
Elite Towing of Minnesota, Inc.  
952-808-0808

**Stillwater**  
Stillwater Towing  
651-439-5744

**Strandquist**  
Nordic Towing  
1-833-667-3421

**Sunburg**  
Dans Diesel Inc  
320-264-5852

**Vernon Center**  
Giefer Towing & Service, Inc.  
507-549-3300

**Virginia**  
Armory Shell Towing & Service  
218-741-6050

**Waseca**  
Bocks Service Inc.  
507-835-5407  
Tesch Service Center  
507-835-4610

**West St Paul**  
Bobby & Steve's Auto World  
651-455-2788

**White Bear Lake**  
Twin Cities Transport &  
Recovery, Inc.  
651-642-1446

**Willmar**  
City Line Towing  
320-231-3869  
Dans Diesel Inc  
320-995-6108  
Ed's Service Center & Sales  
320-235-5945

**Winona**  
Borkowski Towing & Salvage  
507-452-9073

**Zumbrota**  
Bergs Towing & Repair  
507-732-5613

**IOWA**

**Des Moines**  
Hanifen Co, Inc  
515-243-3205

**Sioux City**  
Meier Towing Inc  
712-258-0609

**NORTH DAKOTA**

**Bismarck**  
Berg's 24 Hour Towing  
701-663-6491

**Grand Forks**  
Nordic Towing  
1-833-667-3421

**SOUTH DAKOTA**

**Big Stone**  
The Shop, Inc.  
605-862-8215

**WISCONSIN**

**Baldwin**  
Day & Nite Towing, LLC  
715-684-3359

**Balsam Lake**  
Lake Services Unlimited  
715-857-5753

**LaCrosse**  
Goldbeck Towing Service  
608-781-4869

**Hixton**  
Jensen Towing and Repair  
715-963-3431

**Independence**  
Kabus Auto Body & Recovery  
715-985-2252

**Roberts**  
Jerry's Towing  
715-749-4450

**Superior**  
Lake City Towing  
218-722-7781

## **ASSOCIATE**

### **Auto & Equipment Sales**

Twin Cities Wrecker Sales  
Rod Pellow 651-488-4210  
Worldwide Equipment Sales  
Jeff Irr 815-725-4400  
Zip's Truck Equipment  
Paul Rottinghaus 1-800-222-6047

### **Banking/Financial**

US Bank  
Sean Poppen 763-639-3192

### **Health Insurance**

Health & Life Financial Services  
Kevin Urlaub 763-287-0055

### **Insurance**

Insuring Minnesota  
Rick McIntosh 952-469-0425  
Midwest Insurance Service  
John Hall 651-439-5939

### **Management Consulting**

Professional Transport Management  
Company  
Steve Schmit 612-366-0525

### **Uniforms**

Cintas Brad Beyer 763-391-5266

# UPCOMING EVENTS

## MPTA Board Meeting

**TBD**

Dinner: 6:00 pm  
Meeting: 6:30 pm

MPTA Office  
Little Canada, MN

## Basic Light Duty Training Class

May 16, 2023

7:30am Registration  
8:00am-5:00pm Classroom &  
Hands-On Training

Please see registration form on  
Page 7

## 2-Day Advanced Light Duty Tow School

September 12-13, 2023

Dates may change with or without  
much notice.

## Intro to Heavy Duty Tow School

October 10, 2023

Dates may change with or without  
much notice.



Check <https://www.facebook.com/groups/mnprotow> for all event updates.