

Pine Mountain Ski Patrol

2017 North Central Region & Central Division

Outstanding Small Alpine Patrol



SNOWMOBILE

MANUAL

2017-2018

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1. OBJECTIVE

A snowmobile is designed to be a safe vehicle when used as intended. However, the safe operation is the responsibility of a qualified operator. **This machine has no brain – Use your own!**

WARNING! Excessive speed could result in loss of control causing serious injury or death. Pine Mountain's company-wide speed limit is **20mph**. The safe speed will almost always be slower than the speed limit. Be aware of varying environmental conditions. Use good judgment and courtesy at all times.

2. YOUR RESPONSIBILITY AS A SNOWMOBILE OPERATOR

Operator etiquette and snowmobile safety goes hand in hand. With snowmobiles operating on the mountain, it is vitally important that you do your part to make snowmobiling a safe activity. Basic training and annual refresher training is required for all Pine Mountain snowmobile operators.

The Snowmobile Training Program is designed to educate patrollers about the policies and safe operational practices expected of company snowmobile operators. Every individual operating a snowmobile must go through this training course. Certain patrollers are qualified to instruct you in the proper use and maintenance of a snowmobile, see the patrol director or a member of the advisory board for approved trainers.

Study this Snowmobile Manual, paying particular attention to **CAUTIONS** and **WARNINGS!** Treat your snowmobile with the respect and care due any power driven machine. Common sense, proper handling and proper maintenance will result in the safe use of your machine. As the ski patrol, we are responsible for ensuring that all snowmobile rules and regulations are followed and enforced.

Any violations of snowmobile policies may result in removal of operating privileges or separation from the patrol. Pine Mountain Management and Patrol Director must be alerted of any incident involving a snowmobile.

Injury accidents must be reported to hill management and the Patrol Director immediately after alerting the on-site Ski Patrol.

3. SNOWMOBILE RESPONSIBILITY CODE

- 3.1 All snowmobile operators must receive training from a qualified instructor designated by the hill management or Patrol Director. For new patrollers, training will include reading the Snowmobile Manual, watching a Snowmobile Video, and supervised on-the-snow skill testing. For returning patrollers an annual Snowmobile Refresher Certification must be completed.
- 3.2 The operator must perform a daily inspection. The dash of each sled has a sticker with the pre-operational checklist. Any and all damage or required repairs should be reported to the Patrol Director immediately.
- 3.3 A snowmobile operator will always, including emergency operations, yield the right of way to the guest.
- 3.4 Caution shall be exercised at all times. Expect the unexpected!
- 3.5 Helmets are mandatory for all Drivers and Passengers when operating a snowmobile. Proper PPE must be worn at all times while operating a snowmobile: glasses/goggles, gloves, appropriate footwear and appropriate clothing.
- 3.6 Acknowledge oncoming skiers by nod, wave or eye contact so they know you see them.
- CAUTION!** *Be aware of blind spots and trail crossings, SLOW DOWN.*
- WARNING!** *When parking a snowmobile on a slope, park across the fall line, lock the brake, and shut the engine off. Emergency lights should be left on at any time that the snowmobile is within the skiing areas of the resort. Do not use parking brake when parking on flat ground for extended periods of time as this may cause the brake to freeze.*
- 3.7 Guests may be provided transportation if they conclude they are unable to ski the terrain or have an equipment issue such as broken bindings.
- 3.8 Limit your speed on preferred routes to avoid collisions or rollovers, and travel no more than **5 mph** in Slow Skiing areas. Ride to the side of the run that offers you the best visibility and cross with discretion. Slow down when passing Ski School classes.
- 3.9 Limit snowmobile use in congested areas and below the Slow fences at Main Lodge and Canyon Lodge. At June Mountain use extra caution in congested areas around the Chalet.

4. SNOWMOBILE COMPONENTS AND WARNINGS

- 4.1 **Steering:** The steering handlebar assembly controls the direction of travel of the snowmobile.
- a. As the handlebar is rotated to the right or left, the skis are turned in the direction of intended travel. Since a snowmobile is moving on snow and relies on friction to turn, the proper shifting of your weight with both hands on the handlebars will help you guide and turn it. Occasionally check your steering system to be sure its movement is not restricted.
 - b. **CAUTION!** *Do not attempt to steer when not moving. This could cause damage to the steering system.*
- 4.2 **Throttle:** The function of the throttle control, which is located on the right side of the handlebar, is to regulate the speed of your snowmobile. It is a very important control and safety feature. When the spring loaded throttle control is depressed the connecting cable opens the throttle valve in the carburetor. This allows more gasoline and air into the engine, thus permitting the engine to speed up. When the pressure is released from the spring loaded throttle control, the valve will close; the engine returns to idle speed, and the snowmobile will slow and glide to a stop on level terrain. The snowmobile may continue to move, particularly if it is on a hill. If your vehicle's throttle should stick while you are operating it, stop the engine by using the emergency kill switch. Remember that a properly working throttle control is a safe throttle control only when used with discretion. Check the throttle for free movement before starting, by depressing and releasing it.
- 4.3 **Brake:** The brake control, which is located on the left side of the handlebar, operates the brake system. Applying steady pressure to the brake lever slows down or stops the snowmobile. The amount of pressure applied determines how quickly the snowmobile slows down or stops.
- a. **WARNING!** *Stopping distance varies with snow conditions. Use proper speed for conditions. Do NOT lock up your track, this may cause you to slide and lose control. It is better to pump the brakes if necessary.*
 - b. A snowmobile operates on snow and icy surfaces that have very low amounts of traction. Every snowmobile operator should learn the braking distances at various speeds under the many varied conditions in which they will be operating. Be certain to check for the smooth and free operation of the brake controls often. The brake also has a locking device to be used when parking on a hill.
 - c. **CAUTION!** *Be certain the brake is unlocked before driving.*
- 4.4 **Emergency Kill Switch:** All snowmobiles are equipped with an emergency kill switch so the operator has a convenient and alternate system that will provide instantaneous interruption of the engine ignition system. The switch is readily accessible for activation by the operator's right hand from the normal steering position. Remember that killing the ignition system will not necessarily bring the snowmobile to an immediate stop.
- a. **WARNING:** *Use the emergency kill switch if the throttle sticks.*

- b. The snowmobile is key operated and has three positions; Off, run and start which will activate the starter mechanism and return to run if let go. Please do not over crank the starter. Always remove key when leaving machine unattended, or make inoperative.
- 4.5 **Light Switches:** The headlights and taillights are turned on only when the machine is started. The high and low beam switch is located on the left side of the handlebars. **Lights must be operational at all times.**
- 4.6 **Emergency Lighting:** During all operations on the public skiing areas of the property, emergency lights will be ignited using the switch on the front console. These must remain on, even if the machine is turned off during emergency operations.
- 4.7 **Choke:** A choke regulates the flow of air to the carburetor and richness of the fuel/air mixture for the engine. A lever controls it and a cable connected to the carburetor. Normally a choke is only used when the engine is cold.
- WARNING!** *Release choke as soon as possible after starting or damage to the engine could occur.*
- 4.8 **Starters:** All snowmobiles are equipped with an automatic rewind manual starter located on the engine. Some are equipped with an electric starter. It is important to learn how to safely and correctly use the manual starter.
- 4.9 **Shields and Guards:** Your snowmobile is provided with a number of shields and guards.
- a. Leave these in place on your vehicle as they are designed to keep clothing and hands out of moving parts and away from hot components.
 - b. **WARNING!** *Do not attempt to make adjustments while the engine is running. Turn the key off and remove.*
- 4.10 **Windshields:** Windshields provide operator comfort as well as protection by deflecting wind and snow away from the operator.
- 4.11 **Chains, Flag:** ALL SNOWMOBILES MUST BE EQUIPPED WITH SKI CHAINS, A FIVE-FOOT FLAG.
- 4.12 **Snowmobile Hitch and Trailer Hitches:** Some snowmobiles are equipped with a trailer hitch for towing snowmobile trailers. These hitches and trailers should always be checked before use to be sure they are in proper working order. Check to see that the hitch is not bent, and all bolts that attach it to the rear of the machine are in place and tight. There should be no cracks in the hitch or the mount. Check the ring on the trailer and the safety cable to make sure they are not bent or cracked, that the cable is not frayed or damaged, and that the cable attaches properly to the back of the snowmobile.
- a. **WARNING!** Not all snowmobiles are equipped with trailer hitches. Never tow a trailer with a snowmobile that is not equipped with a proper hitch.
- 4.13 This is a brief list of parts and safety warnings and may be but a few of the safety features included on your vehicle.
- a. **WARNING!** *Do not remove or change any of these items.*

- 4.14 If replacement of any of these parts is necessary, or towing is required, call your Supervisor or Department Head to determine if you need to fill out an Incident Report and then call the Snowmobile Repair Shop at extension 3249. Not only are these and many other components necessary for the safe operation of your vehicle, they are also required for the continued operation of your snowmobile. Remember that it is your responsibility to check that all safety devices are in place and operating properly.

DAILY CHECK LIST

- ☐ Parking brake/brake lever/system
- ☐ Ignition switch/kill switch/key
- ☐ Recoil rope/handle
- ☐ Throttle operation
- ☐ Chain case oil
- ☐ Engine oil/2cycle
- ☐ Coolant/Antifreeze
- ☐ Ski condition
- ☐ Track condition/alignment
- ☐ Rear idler wheels/bolts
- ☐ Hood straps
- ☐ Lighting system
- ☐ Windshield
- ☐ Flag
- ☐ Chains
- ☐ Trailer hitch

5. STARTING PROCEDURES

1. PRE-START:

- a. Break skis loose by lifting both skis simultaneously. Use your legs, not your back. If excess snow is present, dig or pack out snow before attempting to move snowmobile.
- b. Perform pre-operational checklist.
- c. Ease forward and check brake again before departing.

2. COLD START:

WARNING! *Check area; clear of obstacles or personnel?*

- a. Check transmission for forward position
- b. Place 3-position choke to full choke position
- c. Do not depress throttle until engine fires
- d. Turn key to on
- e. Pull cord briskly or turn key to start (electric start)
- f. Repeat until engine fires
- g. When engine fires, drop choke to middle position
- h. Accelerate until machine is moving (make sure track & skis are free)
- i. Place choke to run position
- j. Drive away; don't let machine idle for a long period of time. This may cause the spark plugs to foul.

3. HOT START / ENGINE IS WARM

WARNING! *Be seated on machine and ready to go!*

- a. Choke in run position
- b. Turn key to on, pull cord briskly, or turn the key to start.
- c. When engine fires, accelerate. Don't let the machine idle for a long time. This could cause the spark plugs to foul.

4. STOPPING ENGINE:

- a. Normal conditions: turn the key off and remove.
- b. Emergency condition: push in the red kill button on right side of the handlebars.
- c. Set brake if on hill.
- d. Secure sled if left overnight or for any prolonged period of time. If there is no key your sled must be secured any time it is unattended.

6. RIDING PROCEDURES

HOW TO RIDE:

Riding your snowmobile is relatively simple but there are certain fundamentals that you should know before operating a snowmobile. Do not operate your snowmobile at excessive speeds or at fast acceleration rates. **The company-wide maximum speed limit is 25pmh, however the safe speed will almost always be less than the speed limit.** Consider the snow and weather condition, as well as your abilities and limitations and those of the machine. Wear appropriate clothing, footwear, gloves, eye protection and a DOT helmet.

CAUTION! *Take into consideration the changing weather conditions or possibly rescheduling your task. Is a snow cat a better choice?*

WARNING! *If icy conditions exist you may lose traction on hills and slide backwards. Be prepared to turn back downhill.*

Your riding positions and balance are the two basic principles of maneuvering your snowmobile. The principle of balance is quite simple. When turning on uneven terrain or on the side of a hill, you must be ready to shift your weight to help the machine go in the direction you intend.

Practice will teach you how much to lean into turns at different speeds, and how much you will have to lean into a slope to maintain proper balance.

Generally the riding position for best balance and control is sitting with both feet on the running boards and your body midway back on the seat. Your feet and legs should be under your body. Knees and hips should remain flexible to absorb shocks.

Turning is an important fundamental to understand to control your snowmobile. Depending on your machine and snow conditions, weight transfer is the key to turning. Leaning towards the inside of the turn, and positioning body weight on the inside foot will create a “banking” condition beneath the track. By adopting this position, and by placing yourself as far forward as possible, weight will be transferred to the inside ski. On occasion you will find that the only way to turn the snowmobile is to lift the skis and pull the vehicle around, or to lift and swing the rear end.

CAUTION! *Always lift with your legs, not with your back. Get assistance if necessary.*

The beginning driver should practice driving on a level area. You should become familiar with your snowmobile; its capabilities and its limitations. You should master the turns and weight shifting techniques with instruction in an open flat unoccupied area. Observe the Snowmobile Training Video and read the Snowmobile Manual. Terrain may vary from day to day. Use caution and stay on the preferred routes. Be aware of the skiers’ right-of-way and try to anticipate their path of travel.

TERRAIN:

Snowmobiles should yield the right-of-way to others. Always use caution and courtesy when operating near the public.

1. **Groomed Trail:** The majority of snowmobile travel should be on cat roads or groomed trails. Keep to the side of the trail that allows you the best visibility. Expect the unexpected. Observe all trail signs and avalanche closures.
2. **Ungroomed Trail:** When riding on ungroomed runs, you can expect snowdrift conditions.

CAUTION! *If taken at excessive speed, snowdrifts can throw you into the air. Keep your speed down. Hold on to the handlebars and assume a sitting position. Feet should be under the body in a crouched position to absorb any shock. Whenever possible, stay on the groomed runs to avoid getting stuck.*

3. **Deep Snow:** In deep snow your vehicle could begin to bog down. If this occurs, turn in as wide an arc as possible and go back downhill. If you do get bogged down, don't spin your track, as this will make the snowmobile sink in deeper. Instead, turn the engine off, get off and move the snowmobile's rear onto new snow. Be careful to use your legs and arms to lift, and not your back muscles. Call for help if needed. Pack the snow ahead of the vehicle with your feet. Restart the engine, assume a standing position, and rock the snowmobile gently as you steadily and slowly apply the throttle. Never place objects under the track for support. If you can't get out, call for assistance from Mountain Operations (545).
4. **Hard Packed Snow:** Don't underestimate hard packed snow. It can be difficult to negotiate, as both skis and track have less traction than on softer snow. Slow down; avoid rapid acceleration, and sudden turning or braking.

CAUTION! *Put your chains under the skis before descending steep hard-packed slopes. Stay in the fall line. Traversing icy slopes could cause a loss of control and a rollover condition.*

5. **Uphill:** On a direct climb, accelerate before you get to the steep. Reduce the throttle pressure as necessary to prevent track slippage. Vehicle power should be applied as the incline demands. Slow down when you reach the crest. If you get stuck, don't spin your track. Turn the engine off. Free the skis by pulling them out and pointing them downhill. Place the front of the snowmobile downhill, then restart the engine and ease the vehicle out using even throttle pressure. On a steep open slope, climb by traversing from one side to the other, approaching at an angle. Keep your weight on the uphill side at all times. Maintain a safe, steady speed.

CAUTION! *Position yourself as to avoid tipping over, stay on the uphill side. Before descending icy slopes, use your chains.*

WARNING! A snowmobile cannot climb steep icy slopes. If icy conditions exist don't take a chance. Call for Mountain Operations (545).

6. **Downhill:** Downhill driving requires that you maintain full control of your snowmobile at all times. On steeper slopes, keep your center of gravity low

and both hands on the handlebars. Use the brake and engine braking by applying the appropriate engine RPM. Slow down by pumping the brake. Do not use your feet to slow down. Use your chains when icy before descending slope.

7. **Side hill:** When traversing uphill or downhill, certain procedures must be followed. You should lean into the slope as required for stability. Shift your weight as needed.

CAUTION! Avoid sudden braking that could cause the track to catch and create a tipping situation.

7. RIDING CONDITIONS

- a) **Fog or Whiteouts:** During storms, fog and blowing snow can limit visibility. If you have to drive in such conditions, do so slowly and within your field of vision. Watch intently for hazards. If you are unsure of your location, do not proceed. Mark your trail by walking ahead of your proposed route and following your footprints, or call for assistance. If you are lost turn around and follow your trail out.
- b) **Unfamiliar Territory:** Whenever you enter an area that is new to you, drive with caution. Go slow enough to recognize potential hazards such as fences, posts, rocks, sudden dips, closure ropes, and other obstacles. Even when traveling known routes use caution. Keep your speed down to a level that you can see what is around the next turn or over the top of a rise. Observe all signs and avalanche closures.
- c) **Bright Sunshine:** Bright sunny days can produce different problems. The glare from sun and snow can hinder your vision. Appropriate eye protection must be worn in these conditions.
- d) **Hidden Obstacles:** During early and late seasons there may be obstructions hidden beneath the snow – stumps, rocks, and ditches.

CAUTION! *Driving too fast can make even minor obstacles hazardous. Hitting a small rock, stump, or erosion ditch could throw your snowmobile out of control. Stay on preferred routes to reduce your chance of an accident.*

- e) **Uneven Terrain:** The natural contours of the mountain and snowdrifts can cause the slope to suddenly drop away. If you find yourself in the air after driving over a drop off, crouch toward the rear of the snowmobile and keep the skis up and straight-ahead. Apply partial throttle and brace yourself for the impact. Knees must be flexed to absorb shock.

8. PASSENGERS, TOWING and ESCORTING

- 8.1 **Carrying a Passenger:** You may be requested to assist a guest with a courtesy ride or transport a patient with simple injuries, not requiring toboggan transport.

CAUTION! *Be careful, go slowly, and check the passenger frequently. When transporting a small child, have the child sit in front of you. Go slowly and check*

often to make certain that the child is not afraid, and has a firm grip on the handlebars. Skis & poles should be in rack or facing backwards.

8.2 Towing Employees/People: Towing of patrollers, guests or employees is prohibited. They must ride as a passenger with their gear safely stowed.

8.3 Towing Toboggans: All trailers must be attached to the snowmobile by an approved hitch and safety chain.

WARNING: Operating characteristics such as breaking distance and handling change whenever towing an individual, toboggan or trailer. Do not overload the snowmobile's capacity; if the snowmobile is bogging down, lighten the load.

CAUTION! *Be sure that the towrope is attached to the ski poles of the person towed and not to their hands unless a water ski type rope and handle are used. Skiers/riders being towed must be instructed not to swing out to side, and must stay directly behind the snowmobile!*

CAUTION! *The skier/snowboarder should control their speed and maintain a safe distance from the snowmobile. Guests should never be towed unless specifically authorized by Mountain Operations.*

8.4 ESCORTING GROOMERS: Mountain Operations (545) may call to dispatch a snowmobile to provide an escort for a groomer traveling on the mountain during normal operating hours. If providing an escort, you must use a snowmobile equipped with a light bar and siren. Use the following guidelines for escorting.

- a. When traveling uphill, drive 75'-100' in front of groomer to warn oncoming skier traffic
- b. When traveling downhill, drive 75'-100' behind groomer to warn oncoming skier traffic
- iii. When traveling side-hill or across the pitch of a trail drive 75'-100' uphill of groomer.

ATTENTION! *Please refer to groomer On Hill During Normal Operating Hours Policy for more information.*

9. INCIDENT REPORTING:

All incidents are to be reported to management and the Ski Patrol Director. Any injury incident involving a guest or employee should be reported immediately on the radio to Ski Patrol on channel 1.

Management investigates all injury incidents, and will determine whether it is necessary and appropriate to involve outside agencies.

SNOWMOBILE QUIZ

Name: _____

Department: _____

Date: _____

1. T F Your safety depends on your knowledge of snowmobiles, your capabilities and your limitations?

2. Excessive speed could result in:
 - a) A collision
 - b) Loss of control
 - c) A rollover
 - d) All of the above

3. Basic Safety features of a snowmobile.
 - a) Brakes
 - b) Flag
 - c) Chains
 - d) Lights
 - e) All of the above

4. Your greatest risk as a snowmobile operator is:
 - (A) Injury to you or a guest
 - (B) Equipment damage
 - (C) Getting in trouble
 - (D) Getting lost

5. Climbing a steep icy slope could result in:
 - (A) Loss of traction
 - (B) Backwards out of control slide
 - (C) Rollover
 - (D) All of the above

6. When approaching another snowmobile coming at you "head-on" you should:
 - (A) Slow down and pass on your right
 - (B) Stop and let other snowmobile pass
 - (C) Go straight and hope other snowmobile avoids you

7. T F When approaching a ski school class you should: slow down, give a nod or courtesy wave?
8. T F Responding to an emergency gives you the right of way and the right to go as fast as possible?
9. T F Snowmobile training is required for new patrollers only?
10. T F When towing a trailer you only need to use an approved hitch to attach the trailer to the rear of the sled?

SNOWMOBILE CERTIFICATION FOR NEW PATROLLERS

I have read and understand the Pine Mountain Ski Patrol Snowmobile Manual including the following the policies and procedures:

1. Snowmobile Responsibility Code _____ Int.
2. Policies & Procedures _____ Int.
3. Snowmobile Routes _____ Int.
4. Incident Reporting & Notification _____ Int.
5. CAUTIONS & WARNINGS _____ Int.
6. Controls & Components _____ Int.
7. Riders _____ Int.
8. Towing Policy _____ Int.
10. Helmet Policy _____ Int.

In addition, I have viewed the **Snowmobile Training Video** and completed the **Rider Skill Training** and am familiar with the following operations:

- Pre-operation Check – brakes, throttle, fuel, oil, flag & chains
- Starting & Stopping slowly
- Acceleration
- Braking
- Circles left & right, 5x each
- Figure "8's" left & right, 5x each
- Climbing slopes
- Descending Slopes with & without chains
- Traversing left & right
- Supervised Ride (uncrowded area)
- Viewed Snowmobile Training Video

I have read, understand, and will follow all policies and procedures related to operating a snowmobile and winching and towing operations.

Print Name

Department

Signature

Date

Trainer's Signature _____

SNOWMOBILE REFRESHER CERTIFICATION

Name: _____ Department: _____
(Print)

1. Always check equipment before starting: Brakes, Throttle, Skis, Track, Lights, Chains, Trailer Hitches and Flag.
 - ☐ Throttle must have free travel and return easily to the closed position. Check for icing or damaged throttle cable.
 - ☐ Brakes should not bottom-out against the grip. Check for proper adjustment or excessively worn brake pads.
 - ☐ Be certain that the path directly in front of the snowmobile is clear before starting.
 - ☐ Flag should be a minimum 5' above snow level and snowmobile # on windshield.
2. Maintain a speed that is no greater than necessary for snow conditions and your ability to maintain control.
3. Never exceed a speed that exceeds your visibility or ability to have positive control at all times, day or night.
4. Carefully select your path of travel and be aware of other equipment and skiers.
5. Use ski chains for descending all steep terrain and icy conditions, it saves the brakes.
6. Always shut-off the engine and remove the key or make inoperable an unattended snowmobile.
7. Always check the trailer hitch bolts where they attach to the snowmobile to make sure all the bolts are there and tight and hitch is working properly.
8. Always check the trailers hitch and safety cable/chain to make sure they are working properly. Never overload a trailer or drag objects behind the snowmobile, which exceed the limitations of the snowmobile or its operator. Maximum 75 lbs. on rack.
9. Ride to the side of run and follow other's tracks. Leave room for on-coming snowmobiles. Save the groomed for our guests.
10. Secure your snowmobile and/or trailer at night. It is your responsibility if it is stolen. Use a throttle lock, or chain and lock.
11. Personal snowmobiles are not to be used on PINE MOUNTAIN property unless authorized by the Department Head and Risk Management.
12. Always wear personal protective equipment (PPE), appropriate clothing, eye protection and approved DOT Helmet.

All incidents are to be reported to your Supervisor or Department Head. Your Department Head or Supervisor will then determine if an Incident Report is required. If a report is needed, you must fill out the Incident Report located on WebShare under Operations and Garage. If a report is necessary but not completed the Garage will need to complete one before work on the snowmobile can begin. Each incident, with or without a report, will be reviewed by the Snowmobile Committee. Any injury incident involving a guest or employee should be reported immediately on the radio to Ski Patrol.

Management will investigate all injury incidents, and will determine whether it is necessary and appropriate to involve outside agencies or law enforcement.

Any employee observing it should report a snowmobile violation viewed on the hill to management.

I have viewed the snowmobile training video, read and understand the snowmobile manual, and have been previously certified as a snowmobile driver.

In addition, I have read and understand the above safety considerations and agree to abide by them when driving a snowmobile on Pine Mountain properties.

Employee Signature _____ Date _____

OPERATOR EVALUATION OF BASIC SKILLS

The following is an evaluation of an operator’s basic skill set that is a minimum requirement to operate a RMK or Summit snowmobile. This evaluation is based on a Pass/Fail and pertains to all high powered, long track snowmobiles.

Employee Name: _____ Signature _____ Date _____

Administered By _____ Signature _____ Date _____

	Pass	Fail
Has passed basic snowmobile evaluation and test	_____	_____
Perform a Pre Op Inspection	_____	_____
Ability to identify major components	_____	_____
Understands drive belt system and how to replace one	_____	_____
Ability to control throttle	_____	_____
Ability to climb a steep pitch in powder	_____	_____
Understanding of snowmobile position on slopes in different situations	_____	_____
Ability to ride safely in sitting position	_____	_____
Ability to ride safely in posting position	_____	_____
Ability to ride safely in kneeling position	_____	_____
Ability to ride safely in standing position	_____	_____
Knows travel routes to and from the Garage, Main Lodge, Canyon Lodge, Eagle Lodge, Mid Station, and Chair 14 outpost	_____	_____
Ability to turn in deep snow	_____	_____
Ability to side hill	_____	_____
Ability to turn around on a pitch	_____	_____