

SNOWMOBILE SAFETY HANDBOOK



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LAW OFFICES OF
JOE BORNSTEIN

ACCIDENT & DISABILITY ATTORNEYS

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Maine Snowmobile Association

The Maine Snowmobile Association (MSA) has been an active and involved part of the Maine outdoors since 1968. Nearly 28,000 club members work locally, regionally, and at the state level to promote snowmobiling as a safe, fun, and family friendly winter sport. Over 2,100 businesses in Maine support the efforts of the association through their annual membership.

Members of the local clubs accept responsibility for trail clearing, bridge building, maintenance and grooming that helps keep the Maine trail system open. One of the clubs' most important duties is obtaining landowner permission and maintaining contact with the generous people who allow snowmobile trails to cross their property. Each of the 285+ clubs of the association is entitled to representation on the MSA Board of Directors, which meets seven times annually.

The MSA has a full-time office staff, including a lobbyist based in the state capital of Augusta. Services include representing the association before the media, Maine legislature, state agencies and our Congressional delegation, as well as producing a newspaper (The Maine Snowmobiler), an annual tourism publication (Snowmobile Maine), several safety publications, and an annual map of the Inter-connected Trail System.

Many clubs are involved in charity work, raising funds and donating hours to the work and events of charitable organizations. The MSA Scholarship Fund, Inc. has awarded tens of thousands of dollars in assistance to association member students pursuing higher education.

The Law Offices of Joe Bornstein is proud to support the Maine Snowmobile Association. We thank them for the hard work and steadfast efforts to keep Maine safe and as one of the premier destinations for snowmobiling in the country.

For more information on the Maine Snowmobile Association, please call (207) 622-6983, visit them on Facebook, or online at: www.mesnow.com





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ALL OF OUR OFFICES ARE WHEELCHAIR ACCESSIBLE. 

Dear Maine Snowmobile Enthusiast,

The freedom of snowmobiling can be found on over 14,000 miles of trails throughout our beautiful state of Maine. However, at my law firm, we see firsthand the end results of snowmobile accidents. On average, approximately eight fatalities occur each year in Maine with many more injuries.

That's why we enjoy working with the Maine Snowmobile Association to educate Mainers on a few important safety tips to help make their next ride a safe ride. Whether you're young or old, an experienced snowmobiler or a novice, it's always wise to familiarize yourself with important safety tips for the trails.

As personal injury attorneys, we feel it's our social responsibility to give back to the Maine communities in which we work and reside. We take great pride in our commitment to public safety and social justice, and strive to positively impact our fellow Mainers through education and equal access to justice.

Our Arrive Alive Creative Contest asks high school seniors to come up with a lasting message on how to "Stay Safe and Arrive Alive!" That same message applies to snowmobiling, just as it does to driving a car or truck. In the past 13 years, over 750 seniors from 115 Maine high schools have entered the contest to help educate their peers on the dangers of drunk driving and distracted driving.

For over 40 years, the Law Offices of Joe Bornstein has been representing injured and disabled Mainers who rely on our experience and professionalism. If you or a loved one has been injured in a snowmobile accident, call us today for a free and confidential evaluation. With seven conveniently located offices, our law firm is accessible to all Mainers of all socioeconomic backgrounds no matter where they ride or reside throughout the state of Maine.

Don't let a momentary lapse in judgment ruin your day on the trails. We encourage those who snowmobile to enjoy the great outdoors and to remember these important safety tips to help make sure their next ride is a safe ride.

Sincerely,

A handwritten signature in black ink that reads "Joe Bornstein". The signature is written in a cursive, flowing style.

Joe Bornstein

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INTRODUCTION

Snowmobiling has long been one of Maine's favorite pastimes. With over 14,000 miles of well-maintained trails and nearly 100,000 registered snowmobiles annually, snowmobiling in Maine is a \$300 million industry.

Considered New England's premier destination for snowmobiling, roughly 94% of the trails in Maine are owned by private landowners. **The Maine Snowmobile Association - a group of approximately 28,000 Mainers in nearly 300 local snowmobile clubs - works with private landowners to maintain both trails and relationships.**

Snowmobile clubs work year round to establish landowner permission and take pride in maintaining a cordial relationship with the landowners. **Staying on marked trails is the best way to respect the wishes of a landowner, while leaving a trail puts you in danger of trespassing and may even jeopardize a winter crop or tree plantation.**

A large percentage of these marked trails are the efforts of the local non-profit snowmobile clubs. Volunteer members plan and construct trails and bridges while maintaining and grooming the way for snowmobilers. **Joining a snowmobile club in the area in which you ride helps enhance the overall safety on our beautiful trails.**

The Maine Warden Service monitors snowmobiling and makes snowmobile law enforcement one of their top priorities during the winter. The state agency focuses on both law enforcement and education, and recent data shows approximately 46,000 safety inspections conducted annually, resulting in 850 violations including 30 arrests for operating under the influence. Maine has a strict drunk driving policy against operating a snowmobile while under the influence, just as it does for driving a car or truck.

At the Law Offices of Joe Bornstein, our attorneys see first-hand the end results of snowmobile accidents. That's why it's our pleasure to provide this free Snowmobile Safety Handbook to our fellow Mainers to help keep you safe on the trails. We hope you find this handbook to be a valuable resource.

And in the event that you or a loved one is injured in a snowmobile accident, contact our law firm today for a free and confidential consultation. In over 40 years, the Law Offices of Joe Bornstein has represented more than 24,000 injured and disabled Mainers. Our attorneys know the Maine law and will fight to get you the justice you deserve.

Snowmobiling in Maine is a short yet exciting season. **By remembering to stay safe and show respect when riding, you'll not only "Arrive Alive" but also ensure many safe rides for many more generations to come.**



**HAPPY TRAILS
TO YOU!**

MAINE SNOWMOBILE LAW

REGISTRATION

The Maine snowmobile trail system operates on a sled registration system. No trail pass is required, but all Maine residents and non-residents must register their sleds in Maine in order to ride in Maine. A season registration is valid for one-year commencing July 1st.

Resident registration is \$45.00. New registrations must be done through a registration agent or the Maine Department of Inland Fisheries and Wildlife (IF&W) office in Augusta. Renewals may be done online.

Non-residents have three options and may register or renew a snowmobile online:

- 3 Consecutive days registration is \$49
- 10 Consecutive days registration is \$75
- Full season registration is \$99

Registration is not required for a snowmobile operated on land in which the rider lives or is domiciled, provided the snowmobile is not operated elsewhere within the jurisdiction of Maine.

An operator's license is not required for the operation of a snowmobile.

LAWS PERTAINING TO CHILDREN AND MINORS

- Children must be 10 years of age or older to operate a snowmobile on property other than that owned by their parent unless accompanied by an adult.
- Children must be 14 years of age before crossing public ways.
- Children under the age of 18 must wear a helmet when operating or riding as a passenger on a snowmobile.
- Anyone who allows a person under 18 years of age to operate a snowmobile is liable (jointly with the minor and the parent or guardian) for any damages caused during operation.



GENERAL SNOWMOBILE LAWS

RECKLESS OPERATION: It is illegal to operate a snowmobile in a manner which endangers another person or property.

SPEED: There are no speed limits on Maine trails. Sledgers are judged by the standard of "reasonable and prudent speed for the existing conditions." Reasonable means remembering that many families are out riding together, enjoying the outdoors. Slow down when approaching other snowmobilers and ease up when you come to a curve, bridge, or rise in the trail. If you're unable to control your sled, keep it to the right hand side of the trail, and stop in a safe and prudent manner - you are speeding.

HEADLIGHTS: Must be on during half hour after sunset to half hour before sunrise and at any time visibility is limited to less than 500 feet.

A person may not operate a snowmobile unless the snowmobile has mounted:

- On the front - at least one headlight capable of casting a white beam for a distance of at least 100 feet directly ahead of the snowmobile.
- On the rear - at least one lamp capable of displaying a red light visible at a distance of at least 100 feet behind the snowmobile.

ABUSE OF ANOTHER'S PROPERTY: If a snowmobiler tramples or destroys crops, tears down or destroys a landowner's fence, or leaves open a gate or bars on someone else's land - he/she is guilty of the crime of abusing another's property. If a person enters someone else's property and breaks glass, damages the road, draining ditch, culvert, bridge or any other structures, or dumps litter/trash in any amount, he/she is breaking the law. If someone destroys, mutilates or defaces the landowner's signage, he/she is breaking the law. Maine snowmobilers have a great responsibility to landowners as they are trusting us to treat their property with respect, stay on the marked trail, carry in and carry out, and respect both the land and the landowner.

LARGE LANDOWNERS: Many large landowners who allow snowmobile trail access in Maine are involved with the logging and pulp and paper industries. Their heavy equipment and logging trucks are often working in the same areas where snowmobilers travel. Their land is also their livelihood. Please stay on the marked trail or you may damage their ability to earn a living, and end recreational access to their valuable property.

SNOWMOBILE ACCIDENTS: If you or a loved one is in a snowmobile accident which results in a fatality or an injury requiring the services of a physician, you or someone acting on your behalf must give notice of the accident by the quickest means possible to the nearest law enforcement officer. If you are in an accident which results in property damage only of \$1,000 or more, you must report the accident within 72 hours using a form provided by the Maine Department of Inland Fisheries & Wildlife. **This form can be found in the back of this book, at branches of the Maine Warden Service, area dealerships, and online at www.maine.gov/ifw.**

LANDOWNER LIABILITY: Maine has a strict law giving landowners immunity from liability. Mainers have a long tradition of generously sharing their land with others for recreational use including snowmobilers, hunters, hikers, ATV operators, bikers, and fishermen. Because landowners allow access, they are therefore protected by law for the actions of those passing through. **The Landowner Liability law is explained in detail online at www.maine.gov/ifw.**

LAW ENFORCEMENT: You must stop for game wardens, foresters, rangers, troopers, local law enforcement or anyone in uniform who asks you to halt. By law, you must also stop for any landowner who asks. The safest bet is to stop for anyone who is flagging you down on the trails and find out what they want. There may be someone in need of help.

OUI LAW: Like driving a car or truck, snowmobiling is subject to the same tough OUI laws. It is illegal to operate a snowmobile with a blood alcohol content (BAC) above .08%. For those under the age of 21, it is illegal to operate a snowmobile with any trace of alcohol in your system.

BORDER CROSSINGS: You must stop at customs to cross the Canadian border. Travel with the same paperwork you would carry if you planned to enter Canada by car: passport/passport card, proper registrations and insurances. The penalty for not stopping is \$5,000 and loss of your snowmobile. To ride in Quebec and New Brunswick you must have a trails pass.

PUBLIC PLACES: You may not operate a snowmobile in a cemetery, within 200 feet of a dwelling, hospital, nursing home, convalescent home or church, along or adjacent to railroad tracks without the written permission of the railroad, across the tracks of a railroad if forbidden by the railroad or if the tracks are posted.



SNOWMOBILE INSURANCE COVERAGE



While snowmobile insurance is not mandatory in the state of Maine, it's wise to protect yourself, your passengers, and your sled in the event of the unexpected. **Hitting the trails without adequate snowmobile insurance could leave you unprotected against medical payments and collision costs in the event of an accident.** Regardless of skill level or experience - like driving a car or truck - every snowmobiler needs proper insurance coverage.

There are several factors that affect the cost of a snowmobile insurance policy, but even the most comprehensive policies tend to be inexpensive. With the average cost of a new snowmobile roughly \$11,000, the cost of basic snowmobile insurance can range anywhere from \$100 to \$500 a year, which is a small price to pay for the peace-of-mind you have knowing you're protected. It's highly recommended to compare quotes from multiple insurance companies so you can find the best coverage at a rate that suits your budget.

When selecting a snowmobile insurance plan, you will have a number of different add-on coverage types to choose from. These may include everything from uninsured motorist coverage, to towing services and coverage for your accessories and after-market add-ons. Since liability coverage is not mandatory, most snowmobilers don't have insurance and therefore it's important to obtain uninsured motorist coverage. All riders should get the maximum amount of coverage for their snowmobiles.



Factors affecting your snowmobile insurance rates include:

- The year, make, and model of your snowmobile
- Where you live and where you will be riding
- Your driving record, age, and possibly even your profession
- Additional coverage options you choose

TYPES OF INSURANCE COVERAGE EXPLAINED

Liability Coverage

Helps cover medical costs for bodily injury to others and property damage to others if you're at fault in an accident. It can also pay injured parties' lost wages and help cover legal expenses if a lawsuit is brought against you due to an accident.

Collision Coverage

May be required if your snowmobile is financed or leased. If you hit another vehicle, another vehicle hits you, or your snowmobile rolls over, collision coverage will help cover you. This coverage also includes protection for snowmobile safety apparel up to \$2,000.

Comprehensive Coverage

Helps cover damage to your vehicle not caused by collision. Examples include damage or loss due to theft, vandalism, falling objects, fire, storms, flood, and other natural disasters. Comprehensive coverage also protects custom snowmobile parts and equipment.

Uninsured or Underinsured Motorist Coverage

Uninsured motorist insurance helps protect you against drivers who don't have liability insurance or lack the money to pay for injuries and damages they cause to you, your passengers, or your snowmobile. This coverage is often paired with underinsured motorist coverage, which is similar, but for situations where the other driver's insurance will pay for some of the damages. Such coverage may also protect you from hit and run accidents or if another snowmobiler causes you bodily injury or damages your snowmobile and lacks proper insurance coverage to cover your costs.

Medical Payments

Helps pay medical costs for you and your snowmobile passengers in the event of an accident, regardless of who is at fault.

Original Equipment Manufacturer (OEM) Endorsement

Helps ensure that your snowmobile is repaired with new parts from the original equipment manufacturer, when available. If an original equipment manufacturer part is not available, payment is often made based on the fair market value of the new original equipment manufacturer part. This coverage is available for vehicles less than 10 years old.

Accessories Coverage

Provides compensation for damages to other items including the trailer used to transport a snowmobile to the trails and any customized upgrades. Accessories Coverage can also protect you if someone steals your helmet or other safety equipment.

Roadside Assistance

If you become stranded due to a dead battery, lost keys, lack of fuel or any other reason, you can call for help and get transportation for yourself and your snowmobile to the nearest repair facility at no cost.

Purchasing snowmobile insurance coverage will not only help you or a loved one in a time of need, it will also bring peace-of-mind knowing that you're protected on the trails. And in the event that you or a loved one is injured in a snowmobile accident, call the Law Offices of Joe Bornstein today for a free and confidential evaluation.

In over 40 years, our law firm has represented more than 25,000 injured and disabled Mainers. We'll help get you the justice you deserve and make sure you're fully compensated for both your injury and equipment. Protect yourself on the trails today by purchasing the maximum amount of snowmobile insurance coverage available. At the end of the day, it's the wisest thing you can do in the event of an unforeseen incident or accident.



SNOWMOBILE SAFETY

Knowing your snowmobile and how it operates is the first step to safe snowmobiling. Snowmobiles are large, heavy, powerful machines that should be treated with the utmost respect. All new snowmobiles come with an owner's manual, which should be read carefully before you begin to snowmobile.

No matter how experienced a rider you may be, accidents happen when you least expect it. Several contributing factors include operator error, speeding, use on inappropriate terrain, snowmobiling at night, and alcohol use. It is important to operate at speeds that allow you to remain in total control and stop within your line of sight.

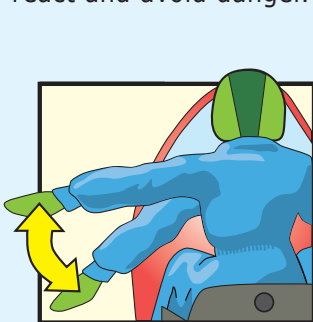
The majority of snowmobile injuries involve people riding too fast or on unfamiliar trails. Head injuries and drowning are leading causes of injury or death, usually from hitting a fixed object such as a tree or when a sled breaks through ice. As a result, wearing a helmet and wearing a buoyant snowmobile suit could be life-saving decisions.



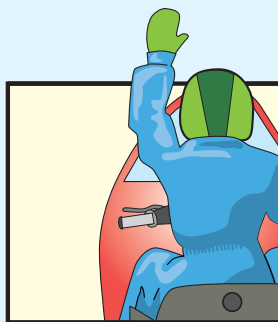
By following a few easy-to-remember safety tips, staying safe on the trail will be your top priority.

- **Be Aware Of Conditions** - Early season ice is often unsafe and snowfall can insulate thin ice, slowing the freezing process. As the safety adage goes, "If you don't know, don't go."
- **Stay On Trails And Off Roads** - Snowmobiles may operate on a public way for a limited distance - up to but not exceeding 500 yards - on the extreme right of the traveled way for the purpose of crossing a bridge, overpass, or underpass safely and without interfering with oncoming vehicular traffic from either direction.
- **Carry A Map And Stay On Marked Trails** - Trails generally will not lead you across ponds or lakes. Bridges are often provided to cross rivers and streams. A compass can help point you in the right direction if lost.

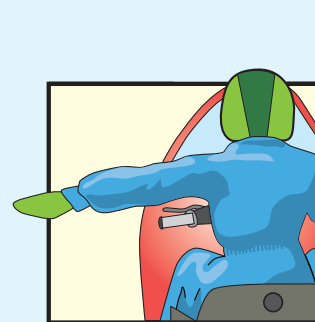
● **Use Hand Signals And Ride To The Right** - Simple hand signals help keep traffic orderly on trails. And just like driving a car, it is required by law that a snowmobiler operate to the right of center on a trail when approaching or navigating a curve, corner, grade or hill. By using hand signals, you're letting others know what you're doing so they can react and avoid danger.



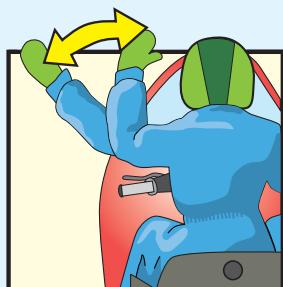
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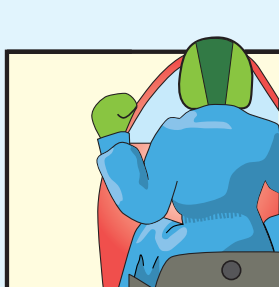
STOP



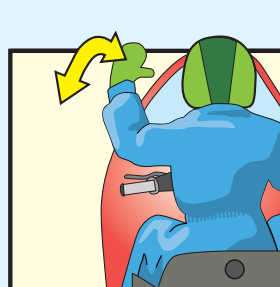
LEFT TURN



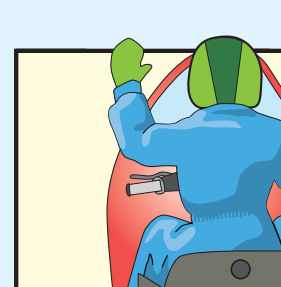
ONCOMING SLEDS



LAST SLED IN LINE



SLEDS FOLLOWING



RIGHT TURN

- **Ride Sober** - Don't drink and ride. It is illegal to operate a snowmobile with a BAC (blood alcohol content) above .08%. For those under the age of 21, it is illegal to operate a snowmobile with any trace of alcohol in your system.
- **Don't Snowmobile Alone** - If you run into mechanical trouble, get stuck or injured, you'll have someone who can help in a time of need.
- **Leave A Copy Of Your Itinerary** - Let someone know where you're going and when you plan to return. This information should include when you left, what time you expect to be back, which direction you started in, and where you expect to go. **See page 17 of this safety handbook for snowmobile trip itinerary forms.**
- **Dress Appropriately And Wear A Helmet** - Wearing layers prepares you for the Maine winter as weather can change quickly. Protective clothing should include goggles, a waterproof snowmobiling suit, gloves, rubber-bottomed boots and a Department of Transportation approved helmet. Not only do helmets protect your head from injury, they also protect your face from the cold, raw wind. Other risks to consider are frostbite, hypothermia, hearing loss, and white finger syndrome.
- **Consider Taking A Snowmobile Education Course** - The 6-hour course teaches how to properly operate and maintain a snowmobile, as well as important laws, responsibilities and personal safety tips. It's also advised to take a certified first aid course to learn the procedures needed to give assistance to injured people wherever you are.



EXTREME TEMPERATURE

Hypothermia

Common symptoms of Hypothermia include, but are not limited to

- Uncontrolled shivering
- Slow, slurred speech
- Memory loss
- Irrational behavior, such as removing clothing
- Lack of body movement
- Sleepiness
- Unconsciousness

Frostbite

Frostbite occurs when the body's tissue freezes. Contributing factors include, but are not limited to

- Extreme cold
- Wet clothing, or lack of protective clothing and gear
- Wind chill
- Poor circulation

RIDE DEFENSIVELY

You and your group may be doing everything right, yet still encounter a sledder who's doing everything wrong. Don't let his/her poor judgment or illegal behavior affect you.

By expecting the unexpected, not only will you protect yourself, you'll also be prepared to respond and avoid a dangerous situation. In Maine especially, the uncertainty of Mother Nature should always factor into your ride.

Defensive riding starts with snowmobile education and continues right up until you switch off the ignition after each ride. Although maintained, trails are often unpredictable and can lead to unforeseen circumstances. By being alert and staying safe, you'll help protect yourself - and other riders - from injury and accident.

- **Trees** - Occasionally fall across trails between grooming runs. Be on the lookout for objects such as fallen branches, ruts, stumps, rocks and other obstacles that can appear out of nowhere.
- **Sharp Turns** - Often trails have 90 degree or greater turns that aren't marked or appear at an intersection. Operating at a safe and controlled speed will help you maintain control at all times.
- **Wild Animals** - Animals always have the right of way and there are many in Maine who enjoy the groomed trails as much as snowmobilers do. If you encounter an animal on the trail, slow down or stop and let it move away from the trail. If you notice tracks, be on the lookout for an animal to jump out or be standing in the trail around the next corner.
- **Obey Road Signs** - A stop sign at a road crossing is extremely important to snowmobilers and possible oncoming traffic. Motor vehicles are not always warned that there's a snowmobile trail crossing the highway and therefore aren't expecting a snowmobile coming across the road. In some cases, a high snow bank might obstruct the driver's and/or snowmobiler's vision. Signs are there for our safety and should always be obeyed. Always come to a complete stop and look for oncoming vehicles in both directions before crossing at a right angle to traffic.
- **Snow Conditions** - Can change quickly in the course of a ride and different snowmobiles respond differently to changing conditions. A snowmobile can sink, get stuck, or skid from lack of snow or when on ice. Remember not to spin in the event that you get stuck.

Snowmobilers should be on high alert at all times. There's an inherent danger each time we step foot on a sled and it's important to remember they're not toys. Serious snowmobile injuries and fatalities happen every winter in Maine. It's imperative to ride safely and defensively to ensure that we all "Stay Safe and Arrive Alive!"

We take great pride in being Maine lawyers working for Maine people.



Snowmobilers should use headlights and taillights at all times. Doing so helps with visibility for yourself as well as other riders. Low-light, darkness, and overcast days require extra caution.

At night, you can only see as far as your headlights. Therefore it's crucial that you operate at a safe speed and remember that many trail groomers work late in the night. Meeting one of them on a trail is a distinct possibility.

Estimating distance and direction of travel can also be difficult at night. **It is important to keep some point of reference at night and remember that reaction time slows after several hours of snowmobiling.** Be aware that even if you don't feel tired, the motion, wind, and vibration of your snowmobile begins to dull your senses.

Once there is sufficient snow, the job of trail maintenance falls on the snowmobile clubs and more specifically the trail groomers. These men and women spend countless hours making sure Maine's trails are in the best condition possible which includes making them safe. When in operation, groomers often take up the entire trail and can't be seen from behind because of snow dust.



Groomers generally pick times when there's less traffic on the trails, however these large pieces of traffic cannot yield easily. Often, groomers work late at night and into the early morning hours. By noticing the trail itself, you may be able to tell if it's just been groomed or is in the process of being groomed.

Most groomers are equipped with large headlights and even the smaller sled versions have a warning light. The first thing you should do when approaching a groomer is slow down or stop and pull as far to the right of the trail as possible. Depending on the size of the groomer and the width of the trail, it may be necessary to pull completely off the trail.

As soon as you see the groomer, follow at a safe distance until the operator can see you. Once established, he or she will indicate when you can pass. Groomers have greater visibility and can judge when to move over to allow you by or if there's an area wide enough to pass safely.

Groomer accidents can be fatal. Groomers deserve our respect.

The safety warning "*Always Expect a Groomer - Day or Night*" is vital to your safety when snowmobiling.

WHAT TO DO IF YOU BREAK THROUGH ICE?

Don't panic and don't try to climb out; you'll probably break the ice again. Lay both arms on the unbroken ice and kick hard. This will help lift your body onto the ice. Then roll to safety before standing up.

To help someone who has fallen in, lie down flat and reach with a branch, plank or rope, or form a human chain. Do not stand. After securing the victim, wiggle backwards to solid ice. The victim may need treatment for hypothermia, artificial respiration, or CPR.

Snowmobilers should look for bluish ice that's at least 4 to 6 inches thick in order support riders and their gear. It's important to check the ice in several places using an auger, spud, or axe to make a test hole. Start at the shore and continue as you go out.

***"Thick and blue, tried and true.
Thin and crispy, way too risky."***

WHAT TO BRING

PERSONAL ITEMS

Create a kit of personal items that includes your driver's license, snowmobile registration, insurance forms for the vehicle, critical medications, a cell phone, money, water, high energy food, and any other items you deem important. This kit should be with you at all times and include extra warm clothes including hand warmers, dry gloves, socks, a wool hat, and emergency blanket.

Be sure to charge the battery of your cell phone before you begin your trip. Keep it warm and stored inside a coat pocket, and turned off to help preserve the battery life. Cell phones won't work in remote areas, so it's not wise to rely on a phone as your only safety device.



EMERGENCY FIRST AID KIT

A first aid kit should always be carried when snowmobiling and include a variety of items necessary to assist in an emergency. There are a number of good kits available commercially that are compact enough to easily be carried on a snowmobile. Otherwise, you can build your own custom kit that should include - but not be limited to - bandages, 2-inch compresses, 4-inch compresses, a roll of 2-inch gauze, a roll of 1-inch adhesive tape, a thermal/space blanket, knife or scissors, alcohol wipes, and antibiotic ointment. All items should be stored in a waterproof container, and it should be noted that liquids could freeze.

It is also highly recommended that you take a certified first aid and CPR course to aid in the event of an emergency.

TOOLS

Snowmobilers should carry a basic repair kit to help in the event of an unforeseen problem. Often, manufacturers include a kit inside a snowmobile's hood or under its seat. If you purchase a used snowmobile, it's important to make sure you're prepared for the unexpected.

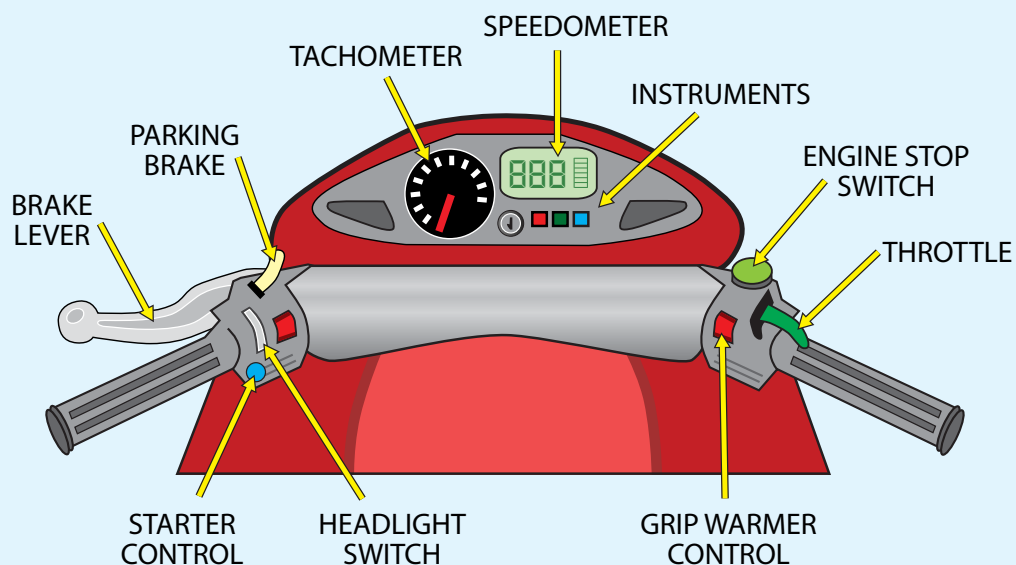
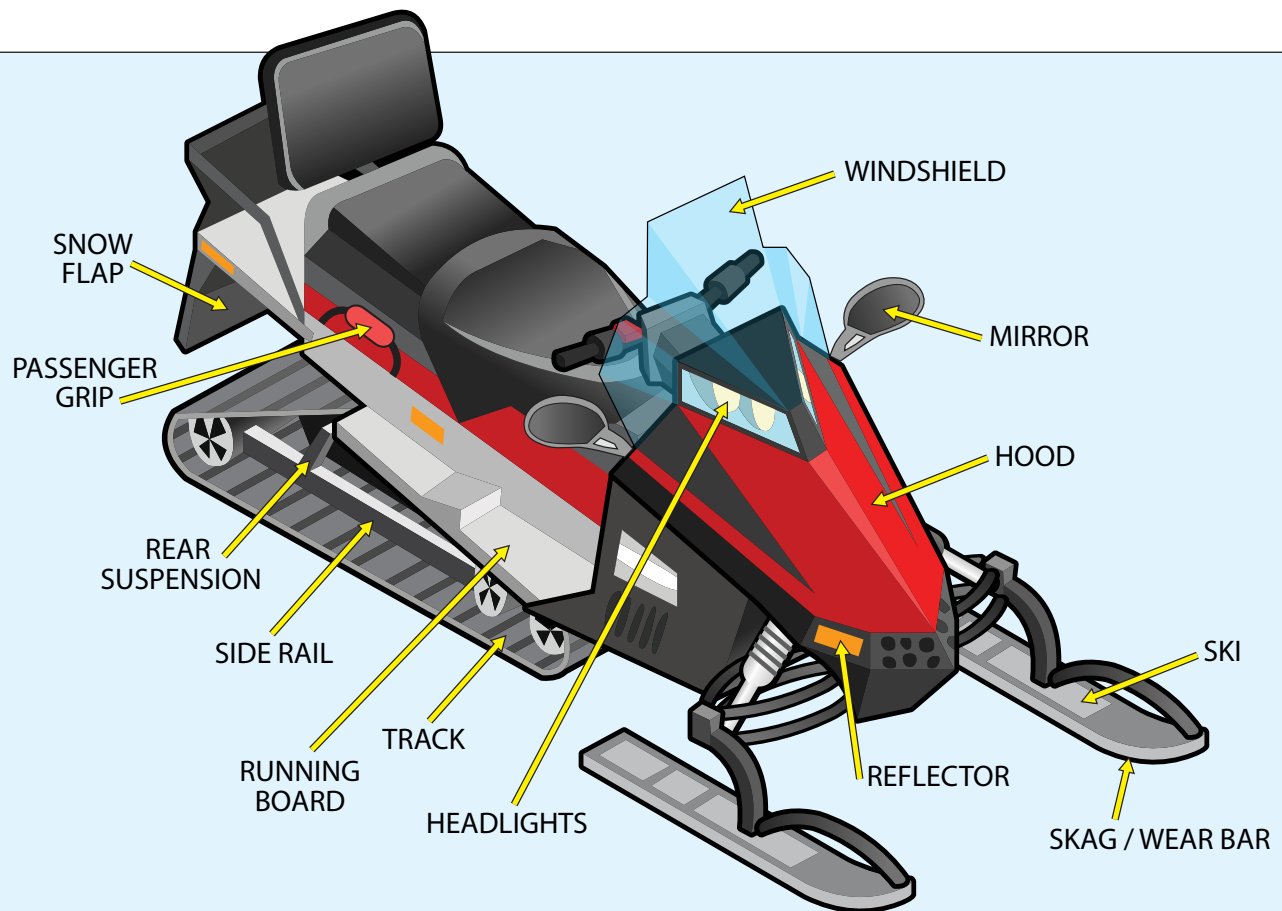
Helpful tools to include are

- **Small Shovel** - A must if you become stuck or stranded. Many shovels are small enough to store on your sled or can be easily carried in your backpack.
- **Strobe Light or Flares** - Helpful in an emergency situation. Strobes run on batteries and should have backups that are kept warm to keep the strobe operational until emergency personnel arrive. If using flares, be sure to follow instructions to avoid injury.
- **Ice Picks** - Should be carried by snowmobilers if traveling on frozen lakes and rivers. The cord from each pick should be threaded through the sleeves of your jacket, out of the way of your hands until they are needed. If you happen to fall through the ice, the picks will be right at your wrists covered by your jacket sleeves. By jamming the pointed end of the pick down into the ice, the pick will anchor you and allow you to pull your body back onto the ice.
- **Adjustable Wrench and Screwdrivers** - Necessary for common adjustments. A spark plug wrench can come in handy, as well as both a flathead and Phillips screwdriver.
- **Spare Belt and Spark Plugs** - Should be kept with the snowmobile at all times in the event of failure.
- **Spare Key for Your Sled** - Should be kept with the snowmobile at all times in the event of failure or loss.
- **Rope, Bungee Cords, and Strap** - Can be used as a starter rope or tow ropes, including emergency starting 2-stroke snowmobiles with a recoil start.
- **Waterproof matches with a candle or fire starter, a flashlight with spare batteries, pocket knife, pliers/side cutters, electrical or duct tape, and rags are also helpful in a time of need or emergency.**

COMMON SNOWMOBILE PARTS

Before turning the ignition key for the first time, it's important to become familiar with your snowmobile. The key to safe operation is knowing the machine and respecting its capabilities and limitations.

Much like a car or truck, specific terms are used to describe the various parts of a snowmobile. Knowing part names and their functions is useful when talking shop to fellow snowmobilers and mechanics. **Learning about your sled is invaluable, as even a little knowledge goes a long way.**



PRE-RIDE CHECKLIST

Snowmobiles are seasonal machines that need to be checked thoroughly before your first ride to ensure everything is in proper working order. A certified mechanic should fix any items you find that might need repair before the winter season starts.

Consult your owner's manual for items that may need to be lubricated, tightened, adjusted, aligned, or checked for wear. And be sure to always set the parking brake before inspecting your snowmobile.

By taking precautions ahead of time, you'll save yourself from unexpected trouble on the trails. Considering weather may take a turn for the worse or you may be far from home when you encounter mechanical problems, proper preparation will help make your next ride a safe and enjoyable ride.



Items to check include

- **Air Intake** - Make sure nothing has clogged your intake.
- **Throttle** - Squeeze the throttle to make sure it moves freely and returns to the idle or closed position. The throttle should be positioned in a clear space free of people or objects.
- **Brake** - Squeeze the lever to ensure it works properly and does not go all the way to the handlebar grip. Brakes should operate freely and smoothly.
- **Track** - Ensure proper tension adjustments to make certain it's free and not frozen down.
- **Idler or Bogie Wheels** - Check to ensure they turn freely.
- **Slide Rail/High-Fax** - Check for wear.
- **Skis** - Check for proper alignment to ensure they're free and not frozen down.
- **Wear Bars and Carbides on Skis** - Check for wear.
- **Lights** - Check bulbs and connections to make sure they're operating correctly.
- **Fuel and Oil Levels** - Check level and quality as recommended by the manufacturer.
- **Spark Plugs** - Check color and condition.
- **Drive Belt** - Check for wear every time you snowmobile.
- **Handlebars** - Should turn both ways.
- **Headlight and Taillight Emergency Switch** - Check to ensure it's operating properly.
- **Idle** - Slowly run your machine for at least 60 seconds to allow engine time to warm up.
- **Windshield/Mirrors** - Remove any ice, snow, and dirt that may obstruct your vision.
- **Reflectors** - Check that they're attached and clean.
- **Registration and Trail Permits/Passes** - Make sure they're attached and the dates are current.

This code was developed by a committee of representatives from the U.S. Forest Service, Bureau of Outdoor Recreation; Michigan Department of National Resources; Minnesota Department of Natural Resources; Department of Lands and Forests, Ontario, Canada; U.S. National Park Service; and snowmobile manufacturers.

SNOWMOBILE CODE OF ETHICS

1. I will be a good sport. I recognize that people judge all snowmobile owners by my actions. I will use my influence with other snowmobile owners to promote proper sports conduct.
2. I will not litter any trails. I will not pollute streams or lakes.
3. I will not damage living trees, shrubs, or other natural features.
4. I will respect other people's property and rights.
5. I will lend a helping hand when I see someone in distress.
6. I will make myself and my vehicle available to assist search and rescue parties.
7. I will not interfere with or harass hikers, skiers, snowshoed hikers or other winter sports enthusiasts. I will respect their rights to enjoy our recreation facilities.
8. I will learn and obey all federal, state and local rules regulating the operation of snowmobiles in areas where I use my vehicle. I will inform public officials, as required, when using public lands.
9. I will not harass wildlife. I will avoid areas posted for the protection or feeding of wildlife.
10. I will only use marked trails, areas or roads open to snowmobiles. I will not travel cross-country when prohibited.



DATE

SIGNATURE

For more information on snowmobile education, we invite you to visit the following websites. Each is a valuable resource for snowmobilers throughout Maine and filled with information on overall snowmobile safety, rules and regulations, trail conditions, and tourist information.

For more information on the Law Offices of Joe Bornstein, including a company overview, complete list of practices areas, and how we can help you or a loved one if injured or disabled, please visit our website: www.joebornstein.com.



Maine Snowmobile Association (MSA)

An active and involved part of the Maine outdoors since 1968, the Association has over 285 clubs and nearly 28,000 club members. The MSA works locally, regionally and at the state level to promote snowmobiling as a safe, fun, and family friendly winter sport. Over 2,100 businesses in Maine support their efforts through annual memberships.

www.mesnow.com



Maine Department of Inland Fisheries and Wildlife (IF&W)

Since 1880, the Department's mission has been focused on the protection and enhancement of the state's inland fisheries and wildlife, while at the same time providing for the wise use of these resources. IF&W responsibilities also include white-water rafting, registration of watercraft, snowmobiles, ATVs, hunter, trapper and recreational vehicle safety, and conservation education. Their dedication assures Maine's highly valued resources are available for the use and enjoyment of future generations.

www.maine.gov/ifw/



Maine State Bureau of Parks and Lands

The Bureau protects and manages the natural and cultural resources in Maine, as well as provides environmental and economic benefits for present and future generations. Over 700,000 acres are managed by the Bureau, and conservation easements and leases bring the total land area managed to over 2 million acres. These lands are managed for a variety of resources including recreation, cultural and historic preservation, wildlife, and timber.

www.maine.gov/dacf/parks/about/snowmobile_program.shtml



Maine Professional Guides Association (MPGA)

For over 100 years, the Association has been promoting their love of the wilderness through conservation and education. The MPGA matches guides with recreationists - including snowmobilers - and leads trips throughout the state. Their website provides information on the History of the Maine Guide, How to Become a Maine Guide, and landowner relations and legislation to protect Maine's heritage.

www.maineguides.com



Maine Office of Tourism

Offering an up-to-date and in-depth look at all things Maine. The website is an informational source for things to do, places to go and stay, tips for planning a trip, and trail conditions throughout our beautiful state of Maine.

www.visitmaine.com

STATE OF MAINE SNOWMOBILE, ATV, WATERCRAFT ACCIDENT REPORT FORM

The Department of Inland Fisheries and Wildlife is responsible for documenting all reportable snowmobile, ATV & Watercraft accidents which have at least one of the following:

1. **\$1,000.00 or more which includes all property damage.** This report must be filed within 72 hours of a property damage only accident and can only be used to report a property damage accident. Property damage accidents resulting in less than \$1,000.00 which includes all property damage do not need to be reported.
2. **Personal injury or death.** Any accident that causes a death or injuries that require the services of a physician have to be reported by the quickest means to a law enforcement officer and investigated by a law enforcement officer. This 72 hour form cannot be used for reporting this type of accident.

MAIL TO: Department of Inland Fisheries and Wildlife Recreational Safety Division 284 State Street 41 State House Station Augusta, Maine 04333	WITHIN 72 HOURS FOLLOWING ACCIDENT
--	---

TIME	DATE OF ACCIDENT:	DAY OF WEEK	HOUR	A.M. <input type="checkbox"/>	P.M. <input type="checkbox"/>
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PLACE	PLACE WHERE ACCIDENT OCCURRED COUNTY _____ CITY/TOWN _____				
	LOCATION WHERE ACCIDENT OCCURRED _____ Give name of road, body of water, trail name or ITS number				
	AT TRAIL INTERSECTION WITH _____ Road, another trail				

Vehicle # 1			Vehicle # 2		
DRIVER'S NAME	LAST, FIRST, MIDDLE		DRIVER'S NAME	LAST, FIRST, MIDDLE	

D.O.B. MO. DAY YEAR	<input type="checkbox"/> MALE <input type="checkbox"/> FEMALE	PHONE NUMBER	D.O.B. MO. DAY YEAR	<input type="checkbox"/> MALE <input type="checkbox"/> FEMALE	PHONE NUMBER
---------------------	--	--------------	---------------------	--	--------------

<input type="checkbox"/> CHECK IF NEW ADDRESS CURRENT ADDRESS, NUMBER AND STREET	<input type="checkbox"/> CHECK IF NEW ADDRESS CURRENT ADDRESS, NUMBER AND STREET
---	---

CITY/TOWN	STATE	ZIP	CITY/TOWN	STATE	ZIP
-----------	-------	-----	-----------	-------	-----

YEAR MAKE	YEAR MAKE
----------------	----------------

SERIAL NUMBER	SERIAL NUMBER
---------------	---------------

DESCRIBE DAMAGE TO VEHICLE	DESCRIBE DAMAGE TO VEHICLE
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ESTIMATED COST TO REPAIR	ESTIMATED COST TO REPAIR
--------------------------	--------------------------

TOTAL NUMBER OF VEHICLES INVOLVED: _____ If more than two vehicles were involved, describe the additional vehicles on separate report forms and attach to this report.

As a result of this accident was anyone summoned to court? Yes No Arrested? Yes No

Name Of Court _____

Charge(s) _____

Did a Law Enforcement Officer investigate at the scene of the accident? Yes No

Name of Investigating Officer _____ Department _____
(Please Print) (IFW, State Police, Sheriff, Local Police, etc.)

WAS A POLICY OF LIABILITY INSURANCE COVERING THE VEHICLE YOU WERE DRIVING IN EFFECT AT THE TIME OF ACCIDENT? YES NO UNSURE

FOR OFFICE USE ONLY

DATE RECEIVED _____

Please check all boxes below that pertain to the property damage accident you were involved in.

1. Vehicle Type <input type="checkbox"/> ATV <input type="checkbox"/> Snowmobile <input type="checkbox"/> Motor Vehicle <input type="checkbox"/> Open Motorboat <input type="checkbox"/> Cabin Motorboat <input type="checkbox"/> Auxiliary Sail <input type="checkbox"/> Sail <input type="checkbox"/> Rowboat <input type="checkbox"/> Canoe <input type="checkbox"/> Other (please list)	9. Surface Conditions <input type="checkbox"/> Debris <input type="checkbox"/> Calm <input type="checkbox"/> Choppy <input type="checkbox"/> Rough <input type="checkbox"/> Very rough <input type="checkbox"/> Strong current <input type="checkbox"/> Muddy <input type="checkbox"/> Dry <input type="checkbox"/> Packed snow <input type="checkbox"/> Powder snow <input type="checkbox"/> Slush <input type="checkbox"/> Ice covered
2. Type Location <input type="checkbox"/> Marked and groomed trail <input type="checkbox"/> Unmarked and ungroomed trail <input type="checkbox"/> Bridge <input type="checkbox"/> Open field <input type="checkbox"/> Gravel pit <input type="checkbox"/> Woods <input type="checkbox"/> Lake/Pond <input type="checkbox"/> River/Stream <input type="checkbox"/> Ocean <input type="checkbox"/> Road <input type="checkbox"/> Other (please list)	10. Personal Safety Equipment Used <input type="checkbox"/> Approved life jacket <input type="checkbox"/> Life jacket not approved <input type="checkbox"/> Helmet used <input type="checkbox"/> Helmet not used <input type="checkbox"/> None
3. Type Accident <input type="checkbox"/> Collision with another vehicle <input type="checkbox"/> Grounding <input type="checkbox"/> Capsizing <input type="checkbox"/> Fire or Explosion (fuel) <input type="checkbox"/> Fire or Explosion (non-fuel) <input type="checkbox"/> Collision with vessel <input type="checkbox"/> Collision with fixed object <input type="checkbox"/> Collision with floating object <input type="checkbox"/> Falls overboard <input type="checkbox"/> Falls in boat <input type="checkbox"/> Hit by propeller <input type="checkbox"/> Submersion <input type="checkbox"/> Burns <input type="checkbox"/> Rear end sideswipe <input type="checkbox"/> Head on sideswipe <input type="checkbox"/> Ran off trail <input type="checkbox"/> Rollover <input type="checkbox"/> Train <input type="checkbox"/> Animal <input type="checkbox"/> Pedestrian <input type="checkbox"/> Other (please list)	11. Vehicle Safety Equipment <input type="checkbox"/> Fire extinguisher <input type="checkbox"/> Throw bags <input type="checkbox"/> Inside lines <input type="checkbox"/> Outside lines <input type="checkbox"/> Wet suit <input type="checkbox"/> N/A
4. Object Struck <input type="checkbox"/> Other vehicle (type) <input type="checkbox"/> Gate or cable <input type="checkbox"/> Waterway marker <input type="checkbox"/> Bridge, pier, float or dock <input type="checkbox"/> Floating object <input type="checkbox"/> Pressure ridge <input type="checkbox"/> R.R. Crossing device <input type="checkbox"/> Utility pole <input type="checkbox"/> Poles, posts or supports <input type="checkbox"/> Fire hydrant /parking meter <input type="checkbox"/> Tree <input type="checkbox"/> Guard rails <input type="checkbox"/> Fencing <input type="checkbox"/> Culvert headwall <input type="checkbox"/> Embankment <input type="checkbox"/> Building, wall <input type="checkbox"/> Rock outcrop, ledge <input type="checkbox"/> Other (please list)	12. RV Safety Training Completed? <input type="checkbox"/> No <input type="checkbox"/> Yes
5. Other Property Damage <input type="checkbox"/> State property <input type="checkbox"/> Utilities property <input type="checkbox"/> Other (please list) <input type="checkbox"/> Unknown	13. Member of a Club? <input type="checkbox"/> No <input type="checkbox"/> Yes
6. Light <input type="checkbox"/> Dawn <input type="checkbox"/> Daylight <input type="checkbox"/> Dusk <input type="checkbox"/> Dark (street lights on) <input type="checkbox"/> Dark (no street lights) <input type="checkbox"/> Other (please list)	14. Pre-Accident Actions - Maneuvers By Vehicle <input type="checkbox"/> Cruising <input type="checkbox"/> Approaching dock <input type="checkbox"/> Water skiing <input type="checkbox"/> Racing <input type="checkbox"/> Towing <input type="checkbox"/> Being towed <input type="checkbox"/> Drifting <input type="checkbox"/> Rafting <input type="checkbox"/> Canoeing/Kayaking <input type="checkbox"/> At anchor <input type="checkbox"/> Tied to dock <input type="checkbox"/> Fueling <input type="checkbox"/> Fishing <input type="checkbox"/> Hunting <input type="checkbox"/> Following trail <input type="checkbox"/> Making right turn <input type="checkbox"/> Making left turn <input type="checkbox"/> Making U turn <input type="checkbox"/> Starting from park <input type="checkbox"/> Slowing in traffic <input type="checkbox"/> Stopped in traffic <input type="checkbox"/> Avoiding vehicle, object <input type="checkbox"/> Pedestrian, animal <input type="checkbox"/> Skidding <input type="checkbox"/> Overtaking, passing <input type="checkbox"/> Backing <input type="checkbox"/> Parked <input type="checkbox"/> Operating on a public way <input type="checkbox"/> Operating on a private way <input type="checkbox"/> Other vehicular action <input type="checkbox"/> Unknown
7. Weather-Atmosphere <input type="checkbox"/> Clear <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> Sleet, hail, freezing rain <input type="checkbox"/> Fog, smog, smoke <input type="checkbox"/> Blowing sand or dust <input type="checkbox"/> Cloudy <input type="checkbox"/> Other (please list)	15. Pre-Accident Actions - Maneuvers By Pedestrian <input type="checkbox"/> Standing <input type="checkbox"/> Getting on/off vehicle <input type="checkbox"/> Pushing or working on vehicle <input type="checkbox"/> Skin diving/swimming <input type="checkbox"/> Skiing <input type="checkbox"/> Other pedestrian action <input type="checkbox"/> Does not apply <input type="checkbox"/> Unknown
8. Winds <input type="checkbox"/> None <input type="checkbox"/> Light (0 - 6 mph) <input type="checkbox"/> Moderate (7 - 14 mph) <input type="checkbox"/> Strong (15 - 20 mph) <input type="checkbox"/> Storm (25+ mph)	16. Apparent Contributing Factors Human <input type="checkbox"/> No improper action <input type="checkbox"/> Fail to yield right of way <input type="checkbox"/> Unsafe speed <input type="checkbox"/> Following to close <input type="checkbox"/> Disregard trail or waterway markers <input type="checkbox"/> Improper pass/overtaking <input type="checkbox"/> Improper turn <input type="checkbox"/> Unsafe backing <input type="checkbox"/> Impeding traffic <input type="checkbox"/> Operating inattention <input type="checkbox"/> Operating in unfamiliar area <input type="checkbox"/> Fell or thrown off <input type="checkbox"/> Failure to use lights <input type="checkbox"/> Operator inexperience <input type="checkbox"/> Physical impairment <input type="checkbox"/> Vision obscured <input type="checkbox"/> Hit and run <input type="checkbox"/> Unknown Vehicular <input type="checkbox"/> Clothing tangled <input type="checkbox"/> Stuck throttle <input type="checkbox"/> Defective brakes <input type="checkbox"/> Defective lights <input type="checkbox"/> Defective tires <input type="checkbox"/> Defective suspension <input type="checkbox"/> Defective steering <input type="checkbox"/> Other vehicle defect or failure <input type="checkbox"/> Unknown

DESCRIBE WHAT HAPPENED
 (Refer to vehicles by number) _____

SIGN HERE	_____ Signature of DRIVER/your vehicle No. 1	Current mailing Address _____	Date _____
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SNOWMOBILE TRIP ITINERARY

The Maine Warden Service is responsible for searching for lost and missing snowmobilers. Often, the Warden Service is called to search for snowmobilers who are not really lost or missing, which results in expending many unnecessary hours of effort by wardens. You can help by filling out this trip itinerary and leaving it on your door or under the wiper of your vehicle. Your cooperation is greatly appreciated.

Name: _____ Trip Date: _____

Home Phone #: _____ Cell Phone #: _____

Motor Vehicle: _____ Room/Cabin #: _____

Staying at: _____

Destination: _____

Return Date: _____ Time: _____

Snowmobile Description: _____

Other members in your party; Name:	Registration Sticker #	Make/Model
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_____	_____	_____
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_____	_____	_____
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_____	_____	_____
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Additional Information On Back

If for some reason your trip plans change and you will not be returning to the place you had planned, please notify someone at that location, if at all possible, and let them know of the change.



Don't forget to support your local snowmobile clubs!

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_____	_____	_____
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_____	_____	_____
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SNOWMOBILE TRIP ITINERARY

Additional Information: _____



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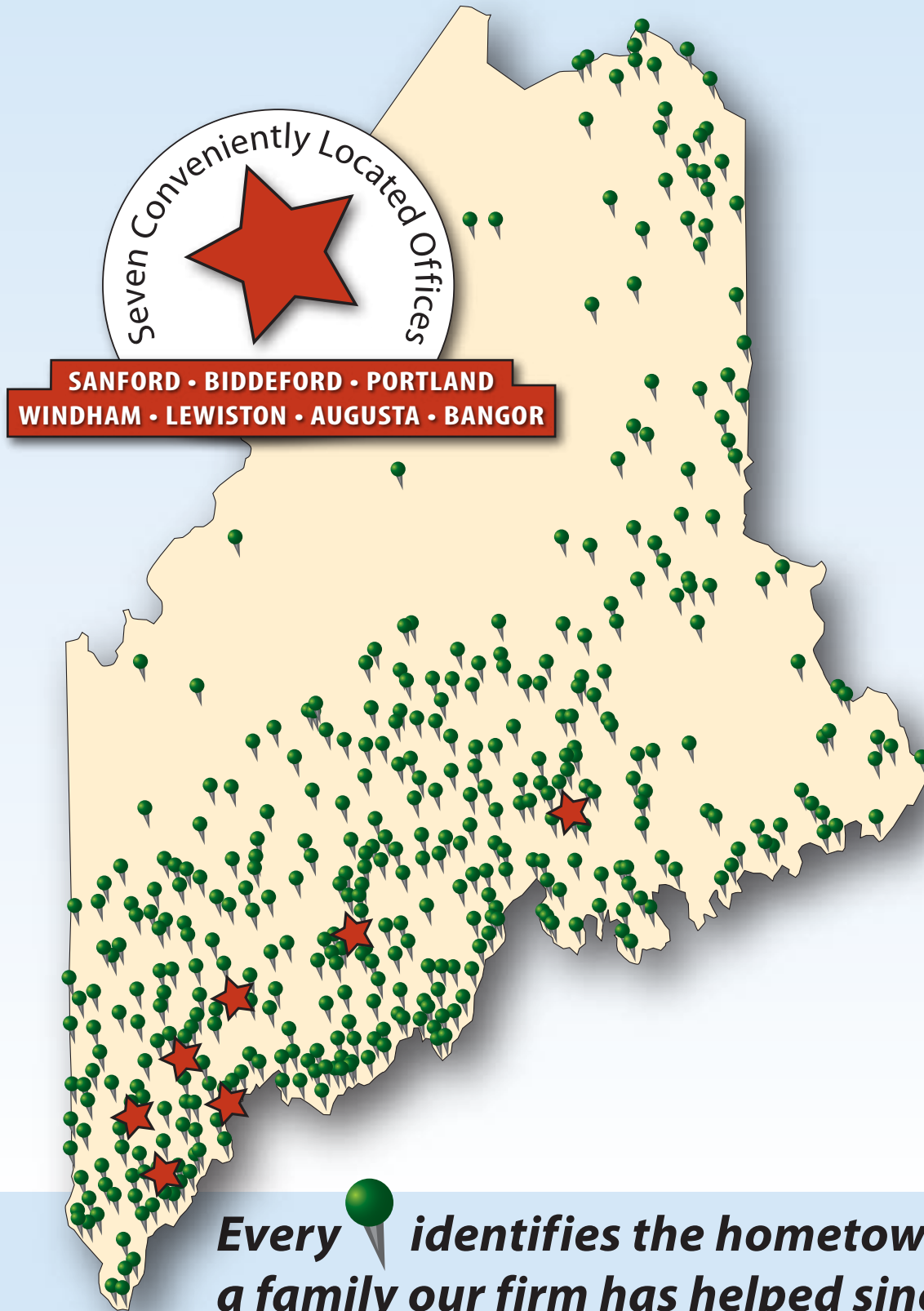
SNOWMOBILE TRIP ITINERARY


Additional Information: _____



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- Traumatic Injuries
- Premises Liability
- Wrongful Death
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- Construction Site Accidents
- Trucking Accidents
- Workers' Compensation Claims
- Admiralty and Maritime Claims
- Fractures with & without Surgery
- Prescription Drug Recalls
- Long-Term Disability Claims
- Alcohol Related Injuries
- Serious Spinal Injuries
- Traumatic Brain Injury
- Mesothelioma/Asbestos Injuries
- Products Liability
- Dog Bites



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