

Toolik Field Station

Snowmachine Orientation and Checkout

Instructions: Staff trainer must be properly certified to give orientations. See Job to get the "trainer training". Go over the machine with the operator, show them all items to check and demonstrate operating principles. Have them do a test ride around the pad and get comfortable. Operator should initial each category and sign at the bottom. File completed paperwork with the maintenance office once completed.

	User:		Trainer:
Users Initials	P.I.		Date:

- Your P.I. Should provide you with any safety gear and training your department requires.
- Just like the NSF trucks, snowmachines must be scheduled and approved with the office before use.
- Familiarize yourself with all controls.
- DO NOT wear baggy or loose clothing such as scarves. Dress appropriately for cold and wind.
- Make sure throttle lever moves freely and returns to the closed position.
- Check that brake lever works properly and has proper tension.
- Check oil level
- Check fuel level
- Break machine loose from snowpack by pulling up and side to side on skis, and pulling the rear to one side.
- Remove any snow and ice accumulation from hood, clutches, running boards, suspension, etc.
- belt drive and clutches MUST be free of snow before driving – explain why / how they work.
- If extremely cold, plug machine in, and/or pull starter cord very slowly a couple times to loosen up engine
- Do not use electric starter for this!
- Ensure key, kill switch, and tether are on.
- Prime and/or choke as engine temperature requires
- Pull starter briskly or crank starter until engine fires.
- 10 seconds max cranking time on electric starters, then wait 30 sec.
- Monitor choke/primer and throttle until engine warms enough to idle on it's own.
- Give cold machines a MINIMUM of 15 min. to warm up. If you need choke/primer, you need warm-up!
- Rough warming guidelines at -20; cold-soaked – 15min, 2-6hrs – 5min, warm – 1min. - Beware of Cold Seizure!
- Once warm, use a track stand if available to help loosen up a cold track and belt.
- DO NOT attempt to drive or rev a machine that has not been warmed up.
- DO NOT use excessive throttle for more than a second or so to break a machine loose,
- use short "blips" of the throttle until the track rotates freely.
- Use of toolkit, spare belt, backing up, getting unstuck, sidehilling, etc...
- If using a liquid cooled machine (Arctic Cat Wide-tracks), excessive idling once warm will cause overheating.
- Others are ok to idle almost indefinitely, however long periods of idling should be avoided.
- Be alert for warning lights on gauges, if a light comes on and you are not sure, shut down the machine and call for assistance or clarification.
- Helmets, handlebar bags, and gauntlets are available for use.
- Speed limit on any TFS snowmachine is 20mph, regardless of location.
- Do not attempt to turn the handlebars on a stationary machine, grab a ski and pull if you need to.
- TFS Staff will attempt to keep machines ready to go, but do not assume. Double check that fuel
- and oil are adequate and that clutches and other components are free of snow each morning.
- you are responsible for knowing fuel & oil levels if machine is checked out for multiple days.
- 4-Stroke and ETECs may have special starting requirements if colder than -20. If using one of these machines, we will provide further details. Extra training is required for these machines.
- If a breakdown occurs, return to camp for help rather than attempting towing.
- TFS requires that you carry a Sat phone and/or camp radio when snowmachining off the camp pad.
- Make a few practice loops around the yard, practice turning, backing up, riding over berms, etc..
- If you are unsure of anything, please ask!

	User		
	signature		