



United States
CONSUMER PRODUCT SAFETY COMMISSION
Washington, D.C. 20207

Gold OK

MEMORANDUM

DATE: July 1, 2002

TO : ESHF

Through: *TAS* Todd A. Stevenson, Secretary, OS

FROM : Martha A. Kosh, OS

SUBJECT: Petition CP 02-2, Petition for Performance Standards
for Auxiliary Hazard Lighting Systems for Snowmobiles

ATTACHED ARE COMMENTS ON THE CH-02-1

<u>COMMENT</u>	<u>DATE</u>	<u>SIGNED BY</u>	<u>AFFILIATION</u>
CH 02-1-1	5/30/02	Al Lakosky Michelle Robillard	Snow Glow Inc. Manufacturers of Specialized Lighting Systems 312 2 nd Ave. North Virginia, MN 55792
CH 02-1-2	6/24/02	Jay Swanson	27709 112 th St Zimmerman, MN
CH 02-1-3	6/25/02	Consumer	<u>Leon074@aol.com</u>
CH 02-1-4	7/1/02	Ed Klim President	International Snowmobile Manufacturers Assoc. 1640 Haslett Road Suite 170 Haslett, MI 48840

SNOW GLOW® INC.

Manufacturers of Specialized Lighting Systems

312 2nd Ave North, Virginia, MN 55792 218-749-GLOW (4569) * fax 218-749-6909
snowglow@rangenet.com <http://www.snowglow.com>

May 30, 2002

Office of the Secretary
Consumer Products Safety Commission
Washington, DC 20207

Enclosed are five (5) copies of materials we wish to provide to the Consumer Products Safety Commission as additional information and public comment as being requested through the Federal Register / Volume 67 / No 83 posted April 30, 2002 regarding Snowmobile Hazard Lighting as docketed as File number CP 02-2. This information includes:

- All responses to date of an Internet Survey conducted through Snow Glow's web site regarding Snowmobiling at Night and Hazard Lights. This survey was an attempt to gather useful and necessary information and statistics from snowmobile operators, for the snowmobile industry, which they claim does not exist. Survey respondents are from across the US, Canada and Sweden.

- Copies of two Newspaper Headline Articles about a bill requiring Auxiliary Hazard Lighting on all future snowmobiles and the Minnesota Legislature. The bill passed in the Senate but was repeatedly blocked from a vote in the House of Representatives by those elected from the Districts in which the Snowmobile Manufacturers reside.

- A letter / testimony addressed to Snow Glow from a Conservation Officer of 21 years

- A copy of the letter sent to the MN House of Representatives in response to the politics

We are requesting the Commission review these materials and quickly proceed with all necessary actions to rule-make on the need for Hazard Lighting on all future snowmobiles. If we can be of any assistance, please call 218-749-4569.

Thank you for your help.

Sincerely,



Al Lakosky
Michelle Robillard

Snow Glows™ Make Safety A Beautiful Thing * Safety & Convenience, at a Flick of a Switch

Duluth News Tribune

Posted on Thu, Feb. 21, 2002

From Duluth News Tribune

State legislators table snowmobile bill
Industry speaks against hazard lights
BY SCOTT THISTLE
NEWS TRIBUNE STAFF WRITER

Industry speaks against hazard lights ST. PAUL -- A bill that would require snowmobiles made in Minnesota to have safety hazard lights, much like those on automobiles, was tabled after lobbyists for Arctic Cat and Polaris spoke against the measure Tuesday.

Both Polaris and Arctic Cat manufacture snowmobiles in Minnesota.

Some members of the Senate's Environment and Natural Resources Committee said they thought the measure made sense, but others said they couldn't support mandating specifications for the snowmobile industry.

Others on the committee said they were troubled that the bill, sponsored by Sen. David Tomassoni, DFL-Chisholm, seemed to benefit only one business in Virginia.

Tomassoni will amend the bill so it only will require that snowmobiles sold or manufactured in Minnesota after 2005 are equipped with emergency flashers, he said Wednesday. The committee could reconsider the bill in the next few weeks, he said.

"This is an attempt to make sure people's lives aren't lost," Tomassoni said.

Al Lakosky and Michelle Robillard, owners of Snow Glow Inc. in Virginia, testified for the bill, saying it makes sense - like mandating seat belts or airbags for motor vehicles.

Snow Glow has developed and holds two patents on an auxiliary lighting system for snowmobiles that runs on lithium batteries and works for 30 hours in below-zero temperatures. They have tried unsuccessfully to get snowmobile makers to install the system on new machines.

Snowmobiles have reflectors, and their headlights and taillights only work when the motor is running.

Hazard lights could be turned on when a machine is stopped at night, making it more visible to approaching drivers. Specific records on the cause of snowmobile accidents are inconsistent, but about 80 percent of all Minnesota snowmobile accidents happen after dark, according to the Department of Natural Resources.

Bert McKasy, a Minneapolis lawyer representing Arctic Cat, said snowmobile consumers hadn't embraced the concept of hazard lights and that market demand for the lights wasn't there.

Arctic Cat offers emergency strobe lights in its catalog, but sales of those lights have steadily declined since 1998, McKasy said.

Beyond that, it would be hard to prove that the lights would prevent accidents or save lives, McKasy said.

"There are no statistics that indicate that this is a problem," McKasy said.

Chris Georgacas, a Polaris lobbyist, also spoke against the measure, saying if there was evidence that hazard lights
<http://www.duluthsuperior.com/mld/duluthtribune/2002/02/21/news/local/2715330.htm?temp...> 2/22/02

would increase snowmobile safety, Polaris would be at the forefront of installing a system.

"But without data, an auxiliary light mandate is a solution in search of a problem," he said.

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"But without data, an auxiliary light mandate is a solution in search of a problem," he said.

Bill Jepsen, a personal injury attorney who works for the Minneapolis firm of Schwebel, Goetz & Sieben, said consumers won't generally buy safety accessories. But things such as three-point seat belts and airbags for motor vehicles have proven to save lives after the government mandated their installation.

"If given the choice of buying airbags or not, a lot of people wouldn't because they are expensive," Jepsen said.

Letter submitted to Snow Glow after this officer read Duluth News Tribune 2/21-02

Snow Glow Inc.
Virginia, MN.

2/26/02

Dear Sirs:

It recently came to my attention that you are trying to market a hazard lighting system for snowmobiles. The fact that anyone had such a lighting system came as a complete surprise to me, but applaud your insight into this problem of the vulnerability of snowmobiles to night time accidents. I strongly believe in your goal and felt compelled to write you this letter.

Being a Minnesota Conservation Officer for 21 years on Lake Kabetogama in the northern part of the state. I've been involved in assisting at numerous serious and fatal snowmobile accidents. Almost all occurred at night. Speed and alcohol, combined with low visibility driving at night, were the factors that usually contributed to these accidents.

In the late 1980s and early 1990s the DNR Enforcement Division was fairly aggressive working on night time snowmobile sobriety check points in Voyageurs National Park. During these many night patrols one thing became very apparent to me, snowmobiles were very hard to see at night from behind, with or without their lights on. when they were shut down along the trail, when they had been in accidents, when they were performing minor repairs, such as changing a belt or spark plugs, or often times, just shutting down their snowmobile to relieve themselves along the trail. I often voiced my concern to anyone I thought might have the ability to make a difference in the snowmobile industry of making reflectorized material mandatory on snowmobiles and snowmobile suits. I felt this would be one way to help stop many night time related accidents where increased visibility of the immobile snowmobile was extremely necessary.

Personal experience is a powerful motivator.

1. On Feb. 8, 1992 at 9:00 pm. I was called out by the St. Louis County Sheriff's dispatcher to respond to a double fatal snowmobile accident on Lake Kabetogama. I responded to the scene and found two snowmobilers dead. Other snowmobilers arriving on scene were in fear of not being visible themselves and tried to pull their snowmobiles sideways on the trail to illuminate their small reflectors on the sides of their machines. Interviews of persons who were present and witnessed the accident claimed three persons were standing beside their running snowmobiles. One machine faced south, two faced north. As one man walked between the snowmobiles, a snowmobile approached from the south and hit the walking man. The driver of this machine and the walking man were both killed.

2. A year later I was involved in a snowmobile accident myself. I was patrolling by snowmobile on Lake Kabetogama at dark when I struck an ice heave over a snow covered rock. I

-2-

was thrown from my snowmobile unconscious. I sustained a severe concussion, separated shoulder, broken ribs, hypothermia, and a sprained knee. I crawled to my snowmobile and was able to straddle it, and rode it a short distance to a well traveled snowmobile trail where I fell off. Twice I was almost hit by snowmobiles that didn't see me laying on the ground beside my disabled, running, snowmobile. I laid on the ice over an hour. Only through the use of my portable Police radio was I able to be rescued.

I strongly believe the double fatality incident would have been prevented had there been hazard warning lights activated on those three stopped vehicles. They would have been observed at a great distance, instead of only seeing one headlight

I strongly believe I would have been found by those snowmobilers that nearly hit me as I laid on the ice if I had hazard warning lights, instead of growing hypothermic and nearly being hit by them instead.

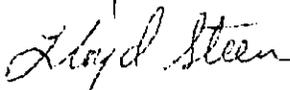
Reflective material is good, but it isn't enough. I know your hazard warning light will be a good thing.

Persons who don't understand this important safety factor haven't experienced the real world of snowmobiling at night.

Please feel free to use this testimonial of my professional and personal experiences.

My hope is that this may help your goal of achieving a safer riding experience for the snowmobiling public.

Sincerely,



Lloyd Steen
Minnesota Conservation Officer
2115 Hwy. 217
Ray, MN. 56669

Phone: 218-875-3540

DuluthSuperior.com

Posted on Sat, Mar. 23, 2002

Duluth News Tribune

Duck decoys off, hazard lights on

House must approve Senate version of game and fish bill

BY SCOTT THISTLE
NEWS TRIBUNE STAFF WRITER

MINNESOTA LEGISLATURE

ST. PAUL -- Battery-powered duck decoys are out, but flashing hazard lights for Minnesota snowmobiles are in.

Both measures come as parts of a fish and game bill that passed the state Senate Friday, 56-4.

Senators shot down an attempt to legalize hunting in fenced domestic elk and deer preserves.

"This isn't sport, this is Bambi in a barrel," said Sen. Linda Higgins, DFL-Minneapolis.

The game farm issue and the ban on motorized decoys on public waters in Minnesota is all about fair chase, said Sen. Doug Johnson.

"It's just unfair to the duck population and unfair to the hunters who believe as I do -- that we should have hunting and fishing the way it used to be," said Johnson, DFL-Tower, author of the ban on the powered duck decoys.

Electronic gadgetry, such as decoys with names such as RoboDuk, Perfection Deception and Mojo Mallard, are ruining the traditional hunting and fishing experience enjoyed by many, Johnson said.

Whether the decoys are having any impact on overall duck populations is uncertain. The Minnesota DNR had planned to study the decoys' effectiveness for two years before making any recommendations for a law change.

Johnson said by the time the study is complete, the devices would be too popular to ban.

"It will only be more difficult to do what's right when you have more and more of these in your constituents' garages," Johnson said.

Also tacked onto the bill is a provision that requires all snowmobiles manufactured and sold in Minnesota after 2005 to be equipped with safety hazard lights similar to those on cars and motorcycles.

Sen. David Tomassoni, DFL-Chisholm, offered the amendment, saying it was just a common-sense safety measure that would save lives on Minnesota's snowmobile trails at night.

Opponents to the measure see it as an unnecessary government mandate on Minnesota's snowmobile manufacturers.

"I just don't think there is a need to put this requirement in place," said Sen. LeRoy Stumpf, DFL-Thief River Falls. Snowmobile makers Arctic Cat and Polaris have factories in Stumpf's district.

The industry has opposed the measure, saying the lights will add to the cost of production and there is no proof they will prevent snowmobile accidents or deaths.

Also in the bill is a measure that prohibits the use of all-terrain vehicles in state forests unless they are used on trails marked open for such use by the state.

Whether any of the measures adopted Friday by the Senate become law depends on how a conference committee with the House on the bill goes, said Rep. Mark Holsten, chairman of the House Environment and Natural Resources Finance Committee.

"It was really our hope that we could come forward with a fish and game bill that would be good for all sportsmen and women and was not full of political and sensational items," said Holsten, R-Stillwater.

Snow Glow® Inc

From: "Snow Glow® Inc" <snowglow@rangenet.com>
To: "Representative Steve Sviggum"
Sent: Thursday, April 18, 2002 6:19 PM
Subject: Hazard Light Bill IS FOR Snowmobilers
 April 18, 2002

Dear Americans,

The time has come when the manager of the team comes in from the sidelines to see why the "game" is being played so ridiculously. My name is Al Lakosky, President of Snow Glow® Inc and the man who was asked in person to build a hazard lighting system by Keith Johnson, representing Arctic Cat as per their customers annual telephoned requests to their factory. This was as I was leaving the Arctic Cat plant back in 1997. I feel a strong need to state these clear facts to you as I have heard so many contradictory stories. Allow me to also quell a rumor that churns in my stomach... that I am out to get rich quick! As I see from the way that a safety issue concerning snowmobiling draws party line voting results, with many of the leading opponents having financial interests with the Polaris and Arctic Cat factories, it seems to be very clear whom is guarding their financial futures! Since the inception of the common sense "light up my snowmobile in the dark so it can be seen when the key is turned off" project back in 1997, I will be delighted to compare W-2 forms with any of you!

But I and others continue to make financial sacrifice, as well as many other sacrifices for this project. Why? Because my own many years of snowmobiling, coupled with the fact that **ONLY I KNOW WHAT REAL BENEFITS ARE OBTAINED BY RIDING WITH A HAZARD LIGHT SYSTEM SINCE 1997**, make me assured that the injuries and lives that **WILL BE SPARED** from riding with this system on every snowmobile will be well worth my sacrifices.

Is it possible for you leaders to take a look and perhaps learn a lesson from the way the White House and Congress work together, and forget the meaning of Republican and Democrat when it comes to crisis, by deciding to take action to make something safer?

The bill for Hazard Lighting on all future production snowmobiles does not ensure that my company will get the project. I am sure that the manufacturers will build their own competing lighting system. What is the worst case scenario...that snowmobiling becomes a safer sport with less accidents, injury and fatalities... That the manufacturers make more money by adding a few dollars to the average \$7000 price tag on their new snowmobiles and are able to sell replacement batteries once a year... or God forbid, Snow Glow® Inc., a Virginia, Minnesota based company just might get a little slice of that big snowmobile money pie for inventing and pursuing a product that will reduce injury and save lives.

This whole stalemate, ladies and gentlemen, is such a "no brainer" to add these lights, that maybe you can set a precedence down there in St. Paul and show the Minnesota residents and the world that when it comes to working together for the betterment of something serious enough to save just **ONE Life**, you can forget what "party" you belong to and vote with your heart and common sense.

As far as all the above information goes, as well as many things not mentioned eg: reflectors vs. projected light; I have done the research and testing and documented all of it. I urge any and all of you to contact me 24/7 at 218-749-4569 (work) or 218-744-4401 (my home) to further discuss any issues that you may have with any information you may want to know or better yet, care to know. Further, I dare say that I **AM** the **ONLY** Expert in the benefits that can be derived from this lighting system, as I am the only person that has ridden with it since 1997.

With God as my witness, the above information is true and I again urge you to call me to find out the truths of the lighting vs. rumors and innuendo.

Sincerely,

Al Lakosky, USA

Please be common sense American leaders first, before splitting into your parties. The time has come throughout America to get back to being One Nation, under God! Safety should not recognize Political Parties!

4/18/02

SNOW GLOW'S FIRST ATTEMPT AT A SURVEY ON LINE. REVISED AFTER SIX WERE RECEIVED!

Snow Glow® Inc

From: "Boike" <sledman580@yahoo.com>
To: "Snow Glow® Inc."
Sent: Monday, August 06, 2001 12:08 PM
Subject: Re: A FRIENDLY REMINDER!

--- "Snow Glow® Inc." <snowglow@snowglow.com> wrote:
> Snow Glow® Inc. - <http://www.snowglow.com>

> ----- ListBot Sponsor

> Start Your Own FREE Email List at
> <http://www.listbot.com/links/joinlb>

> Greetings Snow Glow® Members!

> Just a friendly reminder that today is the last day
> of ListBot and that we
> will be having our own mailing list to keep you
> informed of new products!
> Also, due to the interesting responses to the
> survey, we've decided to
> send it out one more time, so that you, other family
> members or even your
> friends can fill out. Your voices will be heard!
> You can e-mail, mail
> or FAX (218-749-6909) it back to us.

> We Thank You for your time and enjoy the rest of the
> summer!
> The Staff at Snow Glow® Inc.

> A SURVEY THAT CAN HELP US ALL!

> By the request of a Snowmobile Manufacturer in 1997,
> Snow Glow®, Inc was
> asked to build a secondary lighting system. This
> system would be self-
> reliant and would show light when a snowmobile is
> parked or disabled in
> dark or low light scenarios. Thus, an Emergency
> Hazard Flasher System was
> developed and is available as an after market
> accessory. Just as with
> hazard lighting on an automobile, this system emits
> a pulsing yellow light
> to the front and red light to the rear that can be
> seen for well over a
> mile. No more running back to your sled to start it
> when you hear other
> sleds coming down the trail!! The inconvenience
> with this system is
> however, that it is not particularly consumer
> friendly to install.

> Installation could easily be done at the factory and
> at an equal or lesser
> cost to you the rider. Instead, the manufacturers
> are now saying there is
> no need for this system and you the snowmobilers are
> not interested in
> this type of safety and convenience system on your
> sled. They suggest
> reflectors are enough; reflective clothing is
> available and you have the
> option to carry a strobe light.

> While these items do provide some measure of safety,
> a built-in hazard
> light system could be a life saver, whose time has
> come. To help ensure
> that snowmobiling is around for years to come - for
> you, your children,
> and your grandchildren to enjoy, please complete the
> questionnaire below
> and mail to: Snow Glow® Inc. 312 2nd Ave North
> Virginia, MN 55792 or
> e-mail back to us.

> The findings and results of this survey will be
> published in our
> continuing effort to keep you informed, and will be
> presented to all
> Snowmobile Manufacturers; the SSCC Snowmobile Safety
> and Certification
> Committee; ISMA International Snowmobile
> Manufacturers Association; SAE
> Society of Automotive Engineers; the Canadian
> Transport; and all other
> snowmobile affiliates, Insurance Companies, Law
> Enforcement agencies and
> other individuals who have assisted in this process.

> Thank you in advance for your time and input.
> Remember, every single
> voice can make a difference.

> 1) How many years of riding experience do you
> have? 6

Name: Evan Boike

> Address: 1035 20th AVE NE Montevideo MN

> Male: x Female: Age: 15

> 2) What percent of your riding is done at night?
> do not ride at night
> less than 10%
> X 10% to 50%

- > _____ more than 50%
- >
- > 3) Have you attended a Snowmobiling Safety Course? yes no
- > If yes, were you instructed on what to do when stopped or parked on a trail or lake at night? yes no
- > If yes, what were the instructions?
- >
- >
- >
- > 4) When riding at night, have you ever been in a situation where stopped with mechanical failure, you felt uneasy or concerned about not being seen by oncoming traffic thus creating a potential collision? yes no
- >
- > 5) When riding at night, have you ever been in a situation where you purposely stopped on a lake or trail and felt uneasy or concerned about not being seen by oncoming traffic thus creating a potential collision? yes no
- >
- > 6) Do you use or carry supplemental lighting with you when you snowmobile? yes no
- > If yes, what type? _____
- >
- > 7) At night, do you ever purposely stop and park on the side of a trail and walk away from your machine to read a map, wait for others, take in the view, rest and enjoy some quiet time, etc? yes no
- >
- > If yes, how do you make your snowmobile visible in the event of oncoming traffic? Please explain.
- >
- >
- >
- >
- > 8) Have you had experience or know of an experience when lost or broken down without any lights? yes no
- >
- > 9) Can you see a benefit and convenience of having a hazard light installed on your snowmobile? yes no
- >
- > 10) Do you personally have or know of anyone who has had the experience of being in any type of collision due to the fact that a snowmobile was stopped? yes no
- >
- > If yes, will you share your story?

- >
- > in wisconsin a guy from our area was stopped just around a corner and another sled came by at about 40 mph and ran into him and broke both legs.
- >
- >
- >
- >
- > 11) A snowmobile hazard flasher system has been called by some the most essential and invaluable safety feature yet introduced to the sport of snowmobiling. Others love the convenience. Some say there is no need. What do you say?
- > On a scale of 1 - 10 (with 10 being the highest) how important do you feel hazard flashers could be to the sport of snowmobiling? _____ 7 _____
- >
- > Please explain:
- > I think it would be a great edition cuz it helps people see others but yet i dont know what it would look like when installed or what affect it would have on the appearance but thats why i choose a 7 because it might affect the outward appearance of the machine.
- >
- >
- >
- >
- > 12) Would you be willing to incur the minimal increase in cost of a new snowmobile to have an emergency hazard system as a standard feature? yes no
- >
- > 13) Please add any additional comments, ideas and input regarding the sport of snowmobiling in general:
- >
- >
- >
- === message truncated ===

Do You Yahoo!?

Make international calls for as low as \$.04/minute with Yahoo!
<http://phonecard.yahoo.com/>

Snow Glow® Inc

From: "Clayton Borah" <clayton@nbinternet.com>
To: "Snow Glow® Inc."
Sent: Friday, August 03, 2001 8:51 AM
Subject: Re: Anyone who has ridden at night can relate!

1) How many years of riding experience do you have? 8

Name: Clayton Borah

Address: 20832 Cnty. Hwy. 25 Detroit Lakes ,MN 56501

Male: yes Female: Age: 24

2) What percent of your riding is done at night?

do not ride at night

less than 10%

yes 10% to 50%

more than 50%

3) Have you attended a Snowmobiling Safety Course? yes no

If yes, were you instructed on what to do when stopped or parked on a trail or lake at night? yes no

If yes, what were the instructions?

4) When riding at night, have you ever been in a situation where stopped with mechanical failure, you felt uneasy or concerned about not being seen by oncoming traffic thus creating a potential collision? yes no

5) When riding at night, have you ever been in a situation where you purposely stopped on a lake or trail and felt uneasy or concerned about not being seen by oncoming traffic thus creating a potential collision? yes no

6) Do you use or carry supplemental lighting with you when you snowmobile? yes no

If yes, what type? _____

7) At night, do you ever purposely stop and park on the side of a trail and walk away from your machine to read a map, wait for others, take in the view, rest and enjoy some quiet time, etc? yes no

If yes, how do you make your snowmobile visible in the event of oncoming traffic? Please explain. I just try to park out of the way of oncoming traffic.

8) Have you had experience or know of an experience when lost or broken down without any lights? yes no

9) Can you see a benefit and convenience of having a hazard light installed on your snowmobile? yes no

10) Do you personally have or know of anyone who has had the experience of being in any type of collision due to the fact that a snowmobile was stopped? yes no

5/21/02

If yes, will you share your story?

I know of a crash a few years back in the Detroit Lakes area where two men stopped on the opposite side of an approach and shut their sleds off to rest. An on coming sled jumped the approach and landed on top of one of the men seriously injuring them both.

11) A snowmobile hazard flasher system has been called by some the most essential and invaluable safety feature yet introduced to the sport of snowmobiling. Others love the convenience. Some say there is no need. What do you say?

On a scale of 1 - 10 (with 10 being the highest) how important do you feel hazard flashers could be to the sport of snowmobiling? 8

Please explain: I think with a little extra caution the need is not as great, but people look for convenience these days, so if it was easy to be safe more people would do what it takes.

12) Would you be willing to incur the minimal increase in cost of a new snowmobile to have an emergency hazard system as a standard feature? yes no

13) Please add any additional comments, ideas and input regarding the sport of snowmobiling in general: If the cost was a few dollars (under \$30) then I don't have a problem, as long as we don't get exploited by people shoving this thing down our throats.

Name: _____ on the top of the page. _____

Address: _____

Thank you! Your completing this form and sending it back will aid in the development of new, cost efficient and sensible accessory features on new snowmobiles!

Safe riding and we hope to see you on the trails.

Your friends and fellow riders at Snow Glow® Inc.

Clayton

----- Original Message -----

From: "Snow Glow® Inc." <snowglow@snowglow.com>

To: "List Member" <clayton@nbinternet.com>

Sent: Thursday, August 02, 2001 5:33 PM

Subject: Anyone who has ridden at night can relate!

5/21/02

Snow Glow® Inc

From: "Workman, Arnold D" <aworkman@amfam.com>
To: "Snow Glow® Inc."
Sent: Friday, August 03, 2001 9:19 AM
Subject: Re: Anyone who has ridden at night can relate!

----- Original Message -----

From: "Snow Glow® Inc." <snowglow@snowglow.com>
 To: "Workman, Arnold D" <aworkman@amfam.com>
 Sent: Thursday, August 02, 2001 5:32 PM
 Subject: Anyone who has ridden at night can relate!

> Snow Glow® Inc. - <http://www.snowglow.com>
 >
 > ----- ListBot Sponsor -----
 > Start Your Own FREE Email List at <http://www.listbot.com/links/joinlb>
 > -----
 >

> 1) How many years of riding experience do you have? __35 years

> Name: Arnold_Workman

> Address: | 412

> Rainey_Road_Hibbing_Mn_55746

> Male: Female: Age:

> 2) What percent of your riding is done at night?

> do not ride at night

> less than 10%

> 10% to 50%

> more than 50%

> 3) Have you attended a Snowmobiling Safety Course? yes no

> If yes, were you instructed on what to do when stopped or parked on

> a trail or lake at night? yes no

> If yes, what were the instructions?

>
 >

> 4) When riding at night, have you ever been in a situation where

> stopped with mechanical failure, you felt uneasy or

> concerned about not being seen by oncoming traffic thus creating a

> potential collision? yes no

> 5) When riding at night, have you ever been in a situation where you

> purposely stopped on a lake or trail and felt uneasy or

> concerned about not being seen by oncoming traffic thus creating a

> potential collision? yes no

5/21/02

> to the front and red light to the rear that can be seen for well over a
 > mile. No more running back to your sled to start it when you hear other
 > sleds coming down the trail!! The inconvenience with this system is

5/21/02

> 6) Do you use or carry supplemental lighting with you when you
> snowmobile? yes no

> If yes, what type? flashlight

> 7) At night, do you ever purposely stop and park on the side of a
> trail and walk away from your machine to read a map, wait for
> others, take in the view, rest and enjoy some quiet time, etc? yes
> no

> If yes, how do you make your snowmobile visible in the event of
> oncoming traffic? Please explain.

> 8) Have you had experience or know of an experience when lost or broken
> down without any lights? yes no

> 9) Can you see a benefit and convenience of having a hazard light
> installed on your snowmobile? yes no

> 10) Do you personally have or know of anyone who has had the experience
> of being in any type of collision due to the fact that a
> snowmobile was stopped? yes no

> If yes, will you share your story?

> 11) A snowmobile hazard flasher system has been called by some the most
> essential and invaluable safety feature yet
> introduced to the sport of snowmobiling. Others love the convenience.
> Some say there is no need. What do you say?
> On a scale of 1 - 10 (with 10 being the highest) how important do
> you feel hazard flashers could be to the sport of
> snowmobiling? 10

> Please explain:

Anything that makes the sport a safer one is important.>

> 12) Would you be willing to incur the minimal increase in cost of a new
> snowmobile to have an emergency hazard system as a standard
> feature? yes no

> 13) Please add any additional comments, ideas and input regarding the
> sport of snowmobiling in general:

> Name: Arnold Workman

> Address: 412 Rainey Road Hibbing, Mn 55746

5/21/02

Snow Glow® Inc

From: "J & M Roberts" <jroberts@netrover.com>
To: "Snow Glow® Inc."
Sent: Thursday, August 03, 2000 9:53 PM
Subject: Re: Anyone who has ridden at night can relate!

-
- > 1) How many years of riding experience do you have? 11
 > Name: Jeremy Roberts
 > Address: Ridgetown, Ont. Canada
 > Male: X Age: 27
- > 2) What percent of your riding is done at night?
 > 10% to 50%
- > 3) Have you attended a Snowmobiling Safety Course? no
- > 4) When riding at night, have you ever been in a situation where
 > stopped with mechanical failure, you felt uneasy or
 > concerned about not being seen by oncoming traffic thus creating a
 > potential collision? yes
- > 5) When riding at night, have you ever been in a situation where you
 > purposely stopped on a lake or trail and felt uneasy or
 > concerned about not being seen by oncoming traffic thus creating a
 > potential collision? yes
- > 6) Do you use or carry supplemental lighting with you when you
 > snowmobile? yes
 > If yes, what type? Strobe flasher
- > 7) At night, do you ever purposely stop and park on the side of a
 > trail and walk away from your machine to read a map, wait for
 > others, take in the view, rest and enjoy some quiet time, etc?yes
 > If yes, how do you make your snowmobile visible in the event of
 > oncoming traffic? Please explain.
 > Strobe flasher. Usually waiting for friends to catch up, or for a quick
 > snack.
- > 8) Have you had experience or know of an experience when lost or broken
 > down without any lights? yes
- > 9) Can you see a benefit and convenience of having a hazard light
 > installed on your snowmobile? yes
- > 10) Do you personally have or know of anyone who has had the experience
 > of being in any type of collision due to the fact that a
 > snowmobile was stopped? yes
 > If yes, will you share your story?
 > We were coming over a steep hill and the guy in front was stuck on the
 > down side of the hill and we collided. There were no injuries, but some
 > damage was done to both sleds.

>
>
> 11) A snowmobile hazard flasher system has been called by some the most
> essential and invaluable safety feature yet
> introduced to the sport of snowmobiling. Others love the convenience.
> Some say there is no need. What do you say?
> On a scale of 1 - 10 (with 10 being the highest) how important do
> you feel hazard flashers could be to the sport of
> snowmobiling? 10

>
> Please explain:
> I feel that it's important to be seen at all times.

>
>
>
>
>
> 12) Would you be willing to incur the minimal increase in cost of a new
> snowmobile to have an emergency hazard system as a standard
> feature? yes

>
>
>
>
>
> Name: Jeremy Roberts
> Address: po box 1543 Ridgetown, Ont. Canada. N0P 2C0

>
> Thank you! Your completing this form and sending it back will aid in the
> development of new, cost efficient and sensible accessory features on new
> snowmobiles!

>
> Safe riding and we hope to see you on the trails.

>
> Your friends and fellow riders at Snow Glow® Inc.

>
>
>
>
>
>

> To unsubscribe, write to snowglow-unsubscribe@listbot.com

snowglowNon Support Comments
AND RESPONSE

To: <snowglow@rangenet.com>
 Sent: Sunday, December 16, 2001 2:43
 Subject: Hazard Light Survey
 Below is the result of your feedback form. It was submitted by
 () on Sunday, December 16, 2001 at 14:43:22

sex.and.age: Male 46-55

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: Michael

lastname: Taylor

ContactEmail: mtaylor3@neo.rr.com

street: 6970 Promway Ave. NW

city: North Canton

state: OH

zipcode: 44720

Make.and.Model.Snowmobile: 1996 Polaris Indy 500

Ever.Attend.Safety.Course?: No.

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: No

Have.You.Purpösesly.Stopped.At.Night?: Yes. Not because of the fear of not being seen but because of the idiots riding like they're on a race course; way too fast for the trail, left of center, intoxicated, etc.

Do.You.Carry.Supplemental.Lighting: A couple of flashlights.

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Yes I do. I don't make my sled any more visable. I pull off the trail or at least as much as possible. If the approaching rider, whether oncoming or approaching from the rear, is so incompetent/inattentative as to pose a hazard to me or my equipment then; 1)He/She shouldn't be riding,
 2)No amount of lights/reflectors is going to make them any more competent/attentative or me any safer.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: My family & I were in NY at Tug Hill riding in the daytime. We were sitting on trail at a trail-head when we heard riders approaching very fast. Even with obvious signage showing the trail to be ending for the approaching riders they still came around the corner, left of center, way too fast and the lead rider, upon seeing our party of four sleds approx. 100' down trail, panicked and threw his leg out which of course threw him off the sled which continued down the trail towards us narrowly missing my wife and her sled. By the time I dismounted and removed my helmet to have a "discussion" with these goofs they had retrieved the sled and sped past us onto & across a street and down the trail.

Can.You.See.Benefit.Convenience?: No

One.To.Ten.Scale.Need?: 3. In my 25+ years & 2000 avg mi/yr of snowmobiling neither I or anyone I know of have been or almost been a victim of a collision where the lack of any lights would have been an issue. Any and all near or actual experienced by me or associates have been the result of reckless riders with all incidents occurring while the sleds were in

12/17/01

motion or at least sitting idling which means our lights were burning brightly. Obviously, as you can see I don't feel that hazard lights are going to change the sport of snowmobiling based on my experience or that of the people I've talked with about them. On the other hand anything that would make the sport safer can't be all bad. We just have to be carefull to not *over-regulate the sport making it unaffordable or impractical to enjoy*. The biggest improvement to safety is *going to be enforcement of reckless operators*. Notice I did not say speed enforcement. I truly believe that speed & acceleration are part! of the fun of sledding, but it has to be in the right place or trail conditions.

comment: From a friend. I too am a businessman and have a company. I feel however that this survey and all its rhetoric (life saver, ensure that snowmobiling is around for our grandchildren, etc., etc.) is a tranparent attempt to create a market, by fear, for a product that you developed and produce. While I can't fault you for trying to recoup your R&D or manufacturing costs, at least dial it back a little in the "arm-waving, the sky-is-falling if we don't all have hazard lights on our sleds" sales pitch, disguised as a survey.

Response

snowglow

From: "snowglow" <snowglow@rangenet.com>
 To: <mtaylor3@neo.rr.com>
 Sent: Tuesday, December 18, 2001 2:36 PM
 Subject: We Have Some Things in Common!
 Dear Michael Taylor,

My name is Al Lakosky. I am the president of Snow Glow Incorporated. It is my job to never lose touch with people like yourself...the people in the field, therefore I thank you for your reply. You and I have a lot in common. We are both between the age of 46-55, spend approximately 50% riding at night and I have also been riding for more than twenty years. I have never taken a safety course either, relying, as you do, on common sense in whatever sport or venture I get involved with. I don't know what types of terrain you ride, but I have traveled through your beautiful State and it is not so different from ours (Minnesota).

I have been riding with the Hazard Light System since it's inception, back in 1997. Please allow me to tell you some of the scenarios that have happened to me. I cannot share these with you, as you don't ride with a hazard light system, but I am sure that if you read this with an OPEN MIND, you may understand what the Hazard Light "movement" is all about. I couldn't agree with you more that there are a lot of inexperienced or just plain simpletons riding beyond their abilities, and/or riding under the influence of alcohol. I have a hard time dealing with these sort and I wish I had a fix for this problem. Please allow me to share some of the benefits of the Hazard Lighting system that I have personally experienced.

I bought a 1998, EFI Arctic Cat ZR brand new and to date, the engine has burned down a half a dozen times. Several of these burn downs happened at night, allowing me to sit on the sled, flick a switch having the built in Hazard lighting tell other snowmobilers, from literally a mile away, that I was stranded and needed help. This is a far cry from the days of pointing my Mini Mag light back and forth to try to get attention and help from passing by sledders. I can only tell you that when trail riding, I stop on a secure location, far to the right on a trail, and still get off my sled 'cause I don't know the ability or sobriety of the oncoming sled traffic. That is all changed now, due to this lighting. I can stop on the trail, stay on my sled and hear the rpm's of the oncoming traffic drop as they approach my sled.

As a brief comment to your friend...I have been a lucky man, having never lost someone dear to me in life. Recently, I almost lost my Mother due to heart problems and got a chance to really feel the domino effect that one person's life has on many other friends and family. Marketing by fear, to me is like scaring someone into acknowledgment of their creator, and we deal here with actual facts and statistics that lead us to tell you, that we know without a doubt, that there have been accidents in our area that have involved deaths that could have been prevented with this type of lighting. (even though we are extremely grateful to our creator everytime we get out into the forest). As far as the rest of the derogatory remarks by your friend, be advised that the staff at Snow Glow has voluntarily worked for whatever the company can afford to pay them because they? we believe in this product and unlike yourself, we have proof that it works! One thing that I have noticed throughout the years of dealing with all kinds of people is that the people that go to a thinking mode of "disguising meaningful surveys as sales pitches for unnecessary products" are the type of people that actually think that way themselves, therefore are expert in pulling this mentality out of others work.
 Happy Holidays and be safe, AJL

p.s. We have received a couple hundred surveys, from Sweden, Alaska, Canada and across the US. Many different types of people and riding experiences. All of these are being presented to the manufacturers for their information, what the riders think and say. 96% agree this would be a welcomed addition to the lighting which exists and is needed for safety's sake! We have received only two others like yours, except those two are the only ones who did not leave their name or e-mail (and I had heard the comments on those surveys at some meetings I've attended) and four others who rated the "idea" of hazard lighting less than 5! An Alaska rescue team and a Maine ski resort are a couple examples of those who are adding hazards to their rental and or rescue sleds for obvious reasons. Our State DNR is informing students of the value this option for their protection and continue to encourage legislation for all future production sleds to be equipped with hazard lighting. Insurance companies and underwriters are developing a plan which will offer a discount for sleds with an approved hazard light system. The list goes on. The point is in our state alone the number of registered snowmobiles has almost doubled in the last ten years (190,350 to 339,769 Hooray!!) while the number and miles of trails has not increased and in some cases been lost. We personally work till dark(say about 4:30 or so) so ride at night, and our weekend trips involve many miles, thus riding trails at night. We see "the concept" as an added benefit which will only improve the lighting that exists. Flash lights, strobes, flares, illuminated clothing are all good ideas and should be used. This is built in. Have you ever unexpectedly had to use your automobile flashers or helped someone else in distress? Snow Glow has built a hazard system for snowmobiles.

12/20/01

If there are better systems out there, lets get them on the sleds. That is the point. The idea has been encouraged since 1997. have a 4 inch thick file from the consumer products safety commission of snowmobile accident and fatalities since then, including 709 death certificates. Would you wait till it rains to put a roof on? Lets be forward thinking here and stop with our lights on!!

I wish you Happy Holidays and always safe riding.

Michelle, another volunteer at SnowGlow

Outgoing mail is certified Virus Free.

Checked by AVG anti-virus system (<http://www.grisoft.com>).

Version: 6.0.307 / Virus Database: 168 - Release Date: 12/11/01

12/20/01

snowglow

To: <snowglow@rangenet.com>
Sent: Saturday, August 11, 2001 8:35
Subject: Hazard Light Survey
 Below is the result of your feedback form. It was submitted by
 () on Saturday, August 11, 2001 at 08:35:17

sex: Male 46-55

years: 1 - 5 years

night: More than 50%

firstname: John

lastname: Gobats

ContactEmail: jgobats@rangenet.com

street: 3049 Sunset Road

city: Tower

state: MN

zipcode: 55790

M: Ski-Doo 1996/2000 Touring Classics

Attend: No

concerned: Yes, Not uneasy, but I was stuck and it was dark and
 my help could not see me!

purposefully: Not Yet

supplemental: Yes - High Intensity Light

stop: Yes - Leave snowmobile running with lites on.

lost: I have a major Grip here. My experience is the DNR or
 Sherrifs parking on the side hiding with hood up or just
 standing by their machines with NO LIGHTS ON! I have back
 tracked, reluctantly to check on these DNR/Sherrifs not knowing it was them just bating us! When you get close you
 finally see who it is. This situation has now caused me to NEVER stop at night and help anyone. Its a bad situation the State
 should put a stop to! If it is dark he should have some kind of lite on so we are not running around checking on machines
 that are not really down.

stopped: No

benefit: Yes

one: I would say 8 as long as it does not add cost to the machine. I am for factory installed ones, other wise we
 will get tickets on our old machines for not having them and
 THIS is a big problem as we get stopped and harrassed enuf!
 Also giving up a machine is a real pain, it has to be hauled
 into town and is unuseable for several days. I am not really for mandated that older machines must have these by Law! But
 like the lights "always on" on my new truck and Motor Cycles, the factory should put them on the machines.

8/13/01

comment: Get the DNR/Sherrifs off our lakes. Let us Drive unlimited
 MPH during the day! Keep trail speed limits where they are.

snowglow

To: <snowglow@rangenet.com>
Sent: Monday, August 13, 2001 12:49
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Monday, August 13, 2001 at 12:49:01

sex: Female 36-45

years: 1 - 5 years

night: More than 50%

firstname: Robillard

lastname: Michelle

ContactEmail: alley@Rangenet.com

street: 7522 East Townline Road

city: Eveleth

state: MN

zipcode: 55734

M: Arctic Cat

AttendSafetyCourse?: no

ConcernedWhenBrokeDownRe;Collision?: Yes, and on my first real night riding experience! And there was on-coming traffic from both directions!! I did not know whether to run away, so not to get hit, or stay and make a scene such as jumping up and down, etc,so to prevent an accident with another sled hitting mine! God was watching over me. A rider came by who had Hazard Flashers on his snowmobile and parked his machine next to mine as a warning. What a smart and safe addition!

PurposelyStoppedAtNight?: yes. Especially after my breakdown experience!

SupplementalLighting: Yes, I do now. A SnowGlow Utility Light

Stop&WhatDoYouDoToBeSeen?: Yes. I flip on the Snow Glow Hazard Flasher

LostOrBrokenDown?: Yes, see answer above

StoppedWithCollision?: Yes, unfortunately

Benefit&Convenience?: Absolutely

OneToTenScaleNeed?: 10

comment: Lets see them on all snowmobiles in the future! I may be safe so others see me, but I can still run into them!

snowglow

To: <snowglow@rangenet.com>
Sent: Tuesday, August 14, 2001 1:27
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Tuesday, August 14, 2001 at 13:27:51

sex: Male 46-55

years: 11 - 15 years

night: More than 50%

firstname: Al

lastname: Lakosky

ContactEmail: alley@rangenet.com

M: 1996 ZR Arctic Cat

AttendSafetyCourse?: No

ConcernedWhenBrokeDownRe;Collision?: Many times, it is an accepted part of the dangers of the sport.

PurposelyStoppedAtNight?: Yes, I often wait for slower riders, I have experienced many mechanical failures of different snowmobiles I have owned and many times I stop on the trail to look at the Northern Lights or just to take in the serenity and beauty of the moon, stars and woods.

SupplementalLighting: I used to carry AA type flashlights. I lost many on the trail by leaving them on the snowmobile seat, etc.. Now I carry a light that is removable but affixed to the airbox and is made by Snow Glow, Inc.

Stop&WhatDoYouDoToBeSeen?: I often stop and before I installed Snow Glow's Hazard light kit, I did as all other snowmobilers that I have ever talked to...pull off the trail as far to the right as possible, shut the machine down and walk away from the snowmobile to find a tree stump, etc. to sit and rest on. The reason why I used to move away from the sled is because a dark sled parked on a trail or lake IS a traffic collision waiting to happen. Before the installation of my Hazard lighting I would run to the sled to start it when I heard oncoming snowmobile traffic at night to show that I am parked there. My hazard lighting system works so well that I can stay seated on my sled and not fear for my life as I can hear the oncoming sled traffic slowing down as they approach my flashing lights!

LostOrBrokenDown?: It happens all the time. All you can do if you forgot or lost your flashlight and your machine will not start is run into the woods, say a couple of "Hail Marys" and hope and pray the the oncoming sled traffic is paying attention to all trail obstacles, and have enough riding experience to safely drive around my sled.

StoppedWithCollision?: I have a friend that was involved in a fatality a few years ago. Three sleds were stopped on Crane Lake. The middle sled shut down as the operator had to "releive" himself. Another sled went full speed between the two stopped running sleds and hit and killed the rider with the machine shut down. This is a sad story. I can even understand why an operator of a snowmobile would shut his/her machine off...would you like bright lights around you while "releiving" yourself? I don't!

Benefit&Convenience?: I feel that with the technology out today, ALL new sleds should come with a light system installed at the factory. Anyone that says reflectors are enough is kidding themselves. Should we save a couple bucks on our new automobiles by eliminating the Hazard Lights? Think about it! Cars have more reflectors on them than my snowmobile, yet I wouldn't think of buying an automobile without Hazards.

OneToTenScaleNeed?: 10, however, I do not want this to be governmentally regulated. I feel the manufacturers of snowmobiles should VOLUNTARILY install this system before governmental action, which in this case I feel is inevitable, takes over and makes us wear seat belts and tamper with the top speed of sleds, etc.

comment: Keep pushing forward. I personally believe that the only reason that the manufacturers haven't installed this system yet is because we have had several "lean" years of little or no snow and the industry needs to get strong again. It is my belief that this could be implemented in as little as a year and we could see the hazard system out on production sleds in as little as a year or two. I only hope it doesn't take another fatality to get the manufacturers to move!

OtherSGProductsQuestions?: Not at this time.

snowglow

To: <snowglow@rangenet.com>
Sent: Saturday, August 25, 2001 11:14
Subject: Hazard Light Survey
 Below is the result of your feedback form. It was submitted by
 () on Saturday, August 25, 2001 at 11:14:43

sex: Male 46-55

years: Over 21 years

night: Less than 10%

firstname: David

lastname: Wells

ContactEmail: dwells@rochester.rr.com

street: 12 Stark Road

city: Pittsford

state: NY

zipcode: 14534-2525

M: SD MX-Z 600, Legend GS 700; AC ZL 500 esr

AttendSafetyCourse?: I have never attended a safety course. However, I am a certified NYS adult course instructor and have taught one course to date. This topic is not covered in our course, other than the general instruction to park on the right side of the trail, and off the trail if possible, under any circumstances.

ConcernedWhenBrokeDownRe;Collision?: Not for mechanical failure.

PurposelyStoppedAtNight?: Yes

SupplementalLighting: Yes, different types of small flashlights. Usually have cyalume light sticks for real emergencies.

Stop&WhatDoYouDoToBeSeen?: Yes. I generally try to get the sled off the trail completely when possible. If that isn't possible, I park it in a spot that provides as good visibility as possible in both directions on the trail.

LostOrBrokenDown?: Yes. Headlight electrical failure 2X on a 1975 El Tigre when new. Had to follow another rider for many miles in the dark both times. There were just two of us, so following sleds were not a concern. Had one or two other occasions when this happened to others in my group. Same story.

StoppedWithCollision?: Yes, second hand. A former secretary of mine had a friend killed at Old Forge. A sled broke down on a lake at night, the rest of the group went on not knowing his sled was disabled. When they discovered he was missing, one of the guys went back to get him and hit the dead sled at a high rate of speed, killing both of them I believe. (I don't remember all the details exactly - this was over ten years ago.)

Benefit&Convenience?: Yes - absolutely.

OneToTenScaleNeed?: I'd rate this about a 7. I don't believe that the rate of use would be very high due to the reliability of today's machines. But in the few instances when it is really needed, it could be a life saver by preventing a collision with a dead sled.

8/27/01

snowglow

To: <snowglow@rangenet.com>
Sent: Monday, August 27, 2001 2:27
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Monday, August 27, 2001 at 14:27:35

sex: Male 22-35

years: 16 - 20 years

night: More than 50%

firstname: John

lastname: Dickinson

ContactEmail: Chains400@hotmail.com

street: 9761 Dickinson Ln

city: Britt

state: MN

zipcode: 55710

M: 1997 Ski-doo Mach Z

AttendSafetyCourse?: Yes, The instructions on night riding were very vague. I don't remember the instructors talking about night riding at all.

ConcernedWhenBrokeDownRe;Collision?: Yes

PurposelyStoppedAtNight?: Yes

SupplementalLighting: Yes, I carry the Utility Light from Snow Glow. I will also be riding with the Hazard Flasher this season.

Stop&WhatDoYouDoToBeSeen?: Yes, whenever I stop with a group of people or by myself and, another rider is coming down the trail, I or one of the people in the group will have to run to their sled and start it so the person coming will see that we are there.

LostOrBrokenDown?: Yes, I have been broken down at night, but rarely do I ever ride alone, so I have always had someone with me to assist. There have been times when nobody in the group has had a light and we would have to leave the sled and ride somewhere for tools/lights.

StoppedWithCollision?: I cannot think of any time that anyone that I know has been hit or collided, but i have seen some close calls. I have had to look for a snowmobile when it has broken down and it would have been easier to find if it would have had the lights.

Benefit&Convenience?: Yes, I think that they are a very good idea and as I said earlier I will have them for the upcoming season.

OneToTenScaleNeed?: 10, I think that anything that will save some lives on the trail is important. The other good thing about it is the convenience when stopping on the trail.

comment: Great invention hope to see more on the trail!

8/27/01

OtherSGProductsQuestions?: No, I have many of them and enjoy them all.

snowglow

To: <snowglow@rangenet.com>
Sent: Monday, August 27, 2001 8:07
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Monday, August 27, 2001 at 20:07:48

sex.and.age: Male 36-45

years.riding: 11 - 15 years

how.much.night.riding: More than 50%

firstname: Kevin

lastname: Hite

ContactEmail: kehite@gci.net

street: 8050 Summerset Drive

city: Anchorage

state: AK

zipcode: 99518

Make.and.Model.Snowmobile: 2001 700 Summit

Ever.Attend.Safety.Course?: The instructions are always to pull as far to the right as possible and move downtrail from your machine.

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Most of our riding in Alaska is not on the trails. However, I am active in Search and Rescue which has trail implications. Collision on the trail is a major concern, most generally through a tight turn

Have.You.Purposely.Stopped.At.Night?: See Above

Do.You.Carry.Supplemental.Lighting: Yes. Strobes, flashlights and head mounted lights.

If.You.Stop.What.Do.You.Do.To.Be.Seen?: I always park off the trail. Once again, most of ours is off trail riding, but the issue of trail riding impacts most other riders.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: My sled was stopped off trail (although in a line of machines) while I was consulting an instructor as to a route. I was off my machine when a student came from behind my machine and rear ended it at about 20 MPH. She stated that she was watching us point out lines of travel and did not realize my snowmobile was in front of her...\$1200 damage, luckily I was not on it...

Can.You.See.Benefit.Convenience?: Absolutely

One.To.Ten.Scale.Need?: Hazard flashers would be a minimum of a 8 scale. The ability to run the lights when the machine is not running would be an aid to Search and Rescue. This function is mostly at night here, so a non-running machine can be missed from only a few yards away. There are always instances of machines breaking down, and finding the machine is the key to finding the snowmobiler.

8/28/01

snowglow

To: <snowglow@rangenet.com>
Sent: Tuesday, August 28, 2001 10:12
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Tuesday, August 28, 2001 at 10:12:56

sex.and.age: Male 46-55

years.riding: Over 21 years

how.much.night.riding: More than 50%

firstname: john

lastname: shaleen

ContactEmail: shaleen@virginiamn.com

street: 4730 cedar is. dr.

city: eveleth

state: mn

zipcode: 55734 }

Make.and.Model.Snowmobile: ski doo, artic cat, polaris, murcury

Ever.Attend.Safety.Course?:

NO

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: YES, MANY TIMES

Have.You.Purposely.Stopped.At.Night?: YES, ALSO TO MANY TIMES

Do.You.Carry.Supplemental.Lighting: YES, CIGARETTE LIGHT

If.You.Stop.What.Do.You.Do.To.Be.Seen?: YES, ALL THE TIME Y

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: YES, TOO OFTEN,

I was repairing a broken drive belt on my machine, when a lady came around a corner in a light snow fall and ran in to me. Luckily she wasnt drunk or speeding or my injurys would have been a lot worse, if not fatal. Things happen.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: YES, besides mine, ive heard of a lot of them, but with what few freind i have, no body close has been killed.

Can.You.See.Benefit.Convenience?: YES, anything is better than nothing, they seem to work on automobiles, it seems to be the same thing.

One.To.Ten.Scale.Need?: I say, why not . i dont mind spending a few bucks more for anything for a safty, for me, my family, and others on the trail. I give it a 10, i think its a great idea. thanks for putting them on my future machine.

comment: This lighting system is just what i need, to feel thats there is one less thing i have to worry about on the trail.

Because i work during the day, 85% of our riding is in the dark. It gets dark here early, about 4:30, and we enjoy riding at night, its not as crouded, and its easier to see machines ,before they come around the corner. If you have any new safty things that you have for our snowmobil, both, my wife and i ,should have, let us know, were kinda safty nuts..

Other.SnowGlow®.Products.Questions?: Yes ,is this lighting system going to be availabe on our new sleds next year, i hope so, i dont realy care to put things on my self. Im phyicly chalenged and dont mind paying some one to do it, hopfully the factory, ive had many other good options put on our machines but it seems there has always been a problem because of poor instalations. If you have more things that you think i need for our machines, let us know, i dont mind the mail.

Thank you john and pat

snowglow

To: <snowglow@rangenet.com>
Sent: Tuesday, September 04, 2001 11:12
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Tuesday, September 4, 2001 at 11:12:38

sex.and.age: Female 36-45

years.riding: 6 - 10 years

how.much.night.riding: Less than 10%

firstname: M. D.

lastname: Foreman

ContactEmail: editor@thebuckeyesnowmobiler.com

street: 1208 N. Sandusky Ave.

city: Bucyrus

state: Oh

zipcode: 44820

Make.and.Model.Snowmobile: Polaris Indy Trail

Ever.Attend.Safety.Course?: Yes. Yes. If at all possible get as far to right off of the trail as possible. If you have machanical problems, as a part of your required equipment on your sled you should have a flashlight, or flares.

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: No, DO NOT RIDE ON ANY FROZEN ANYTHING

Do.You.Carry.Supplemental.Lighting: Flashlight, and a flashing light that is attached to my helmet

If.You.Stop.What.Do.You.Do.To.Be.Seen?: get as far off the trail as possible. Have a light handy. Wear reflective items on coat.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: Yes. Freaked out

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: None that I know of

Can.You.See.Benefit.Convenience?: Yes, most definately

One.To.Ten.Scale.Need?: 10. Your safety and the safety of others should be the most important element when you start up your snowmobile and head down the trail.

Other.SnowGlow@.Products.Questions?: I would like more info on this product. I could list it in The Buckeye Snowmobiler magazine and on our web site at: www.thebuckeyesnowmobiler.com

snowglow

To: <snowglow@rangenet.com>
Sent: Wednesday, September 05, 2001 10:00
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Wednesday, September 5, 2001 at 10:00:17

sex.and.age: Male 46-55

years.riding: 16 - 20 years

how.much.night.riding: Less than 10%

firstname: Gary

lastname: Wilcox

ContactEmail: gary78vette@aol.com

street: 5000 Shermanwood Dr.

city: Kent

state: Oh

zipcode: 44240

Make.and.Model.Snowmobile: 1995 Polaris XLT Special

Ever.Attend.Safety.Course?: NO

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: Yes

Do.You.Carry.Supplemental.Lighting: Yes, flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Occasionally it is necessary to discuss directions with the rest of the group. We pull well off to the side and leave front & back sled running.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: I've narrowly missed sleds left abandoned beside trail.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No.

Can.You.See.Benefit.Convenience?: Yes

One.To.Ten.Scale.Need?: 8. I think this would be a very good feature. But acceptability by the public would depend on cost.

comment: What makes it so difficult to install?

snowglow

To: <snowglow@rangenet.com>
Sent: Wednesday, September 05, 2001 8:19
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Wednesday, September 5, 2001 at 08:19:34

sex.and.age: Male 36-45

years.riding: 11 - 15 years

how.much.night.riding: 10% to 50%

firstname: Vaughn

lastname: Hanson

ContactEmail: VaughnHan@HotMail.com

street: 306 E. 331 St.

city: Eastlake

state: OH

zipcode: 44095

Make.and.Model.Snowmobile: Polaris 650 Indy

Ever.Attend.Safety.Course?: No

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: Yes

Do.You.Carry.Supplemental.Lighting: Yes, Flashlight and Flares

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Yes, Park on a wide straight stretch on the shoulder but I use no lights.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: Used Flashlights

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No

Can.You.See.Benefit.Convenience?: Yes

One.To.Ten.Scale.Need?: 8

comment: I would love to see hazard lights be a blue strobe light and not yellow or red. The lights on top of a school bus for example.

Other.SnowGlow®.Products.Questions?: Not at this time.

snowglow

To: <snowglow@rangenet.com>
Sent: Wednesday, September 05, 2001 11:39
Subject: Hazard Light Survey
 Below is the result of your feedback form. It was submitted by
 () on Wednesday, September 5, 2001 at 11:39:38

sex.and.age: Male 55 or Over

years.riding: 16 - 20 years

how.much.night.riding: 10% to 50%

firstname: Gene

lastname: Wilcox

ContactEmail: GWilcox@rbwmfg.com

street: 3024 Porter Road

city: Atwater

state: Ohio

zipcode: 44201

Ever.Attend.Safety.Course?: In the last saftey course I attended, we were advised to get off the trail as far as possible and use a flash light to warn other traffic.

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: I have twice broken down at night and both times I was on a curve and unable to get off the trail, if where not for other ridders in our party that went ahead and behind me with flash lights I'm sure there would have been a collision.

Have.You.Purposely.Stopped.At.Night?: Stopping at night on a lake or trail I never shut down the machine so that I'm visual to other sledders.

Do.You.Carry.Supplemental.Lighting: A flash light with fresh batteries is part of the gear carried in all sleds in our group.

If.You.Stop.What.Do.You.Do.To.Be.Seen?: When stopping at night as I stated above, I never shut the machine down if we are not in a lighted parking area.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: Yes, I cannot share the story because I was not present at the time of the collision.

Can.You.See.Benefit.Convenience?: It would deffently save on fuel and for people who don't carry saftey equipment, it would deffently saves lives.

One.To.Ten.Scale.Need?: I would say 8, I worry about the other guy on the trail/lake at night, some people don't think of the other guy's and stop where it is imposible to see them. If machines were equiped with hazard flashers, I beleive that most people would use them.

comment: I have not noticed your product in the after market book.

snowglow

To: <snowglow@rangenet.com>
Sent: Thursday, September 06, 2001 9:12
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Thursday, September 6, 2001 at 09:12:16

sex.and.age: Male 21-35

years.riding: Over 21 years

how.much.night.riding: More than 50%

firstname: Joel

lastname: Sommer

ContactEmail: sommerj@egyptian.net

street: POB 221

city: St. Libory

state: IL

zipcode: 62282

Make.and.Model.Snowmobile: 2002 Yamaha Viper ER

Ever.Attend.Safety.Course?: No

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes

Have.You.Purposely.Stopped.At.Night?: yep

Do.You.Carry.Supplemental.Lighting: yes, flares, have plenty of reflective tape on self and sled

If.You.Stop.What.Do.You.Do.To.Be.Seen?: no

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: yes, flares

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: no

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: 3, perhaps for a lead and last guy in a group procession on a trail

comment: no

Other.SnowGlow®.Products.Questions?: yep, send me a catalog

snowglow

To: <snowglow@rangenet.com>
Sent: Saturday, September 08, 2001 5:19
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Saturday, September 8, 2001 at 17:19:33

sex.and.age: Male 21-35

years.riding: 11 - 15 years

how.much.night.riding: Less than 10%

firstname: Richard

lastname: Purcell

ContactEmail: rpurcell@twcny.rr.com

street: 4219 Huntingcreek Dr

city: Clay

state: NY

zipcode: 13041

Make.and.Model.Snowmobile: 2002 Ski-Doo MXZX 440

Ever.Attend.Safety.Course?: no

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes, but I never ride alone so someone else in the group will leave their sled running for visibility.

Have.You.Purposely.Stopped.At.Night?: same as above

Do.You.Carry.Supplemental.Lighting: a flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: start sled when I see and/or hear other sleds approaching.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: leave another sled running or use flashlight

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: no

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: I feel flashers would be a 3. While they may be convenient, they do not replace common sense. Sledgers should avoid stopping in blind spots ex. corners and hills. In case of breakdown sled should be dragged off trail.

comment: What would be convenient would be a small yet powerful lamp that could be accessed from seat to aide in night time map reading or emergency sled repair.

snowglow

To: <snowglow@rangenet.com>
Sent: Saturday, September 08, 2001 6:33
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Saturday, September 8, 2001 at 18:33:07

sex.and.age: Male 46-55

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: Errol

lastname: Towsley

ContactEmail: Etow561638@aol.com

street: 2 Currier road

city: Mendon

state: VT

zipcode: 05701

Make.and.Model.Snowmobile: Polaris Indy

Ever.Attend.Safety.Course?: No

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: Yes

Do.You.Carry.Supplemental.Lighting: Yes a four cell flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Flashlight

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: built a fire

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No

Can.You.See.Benefit.Convenience?: Yes

One.To.Ten.Scale.Need?: % just like everthing else when you need it your very glad you got it.

comment: Not at this time

Other.SnowGlow®.Products.Questions?: Not of this time

snowglow

To: <snowglow@rangenet.com>
Sent: Saturday, September 08, 2001 10:17
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Saturday, September 8, 2001 at 22:17:30

sex.and.age: Male 21-35

years.riding: 16 - 20 years

how.much.night.riding: More than 50%

firstname: Patrick

lastname: Mullins

ContactEmail: pipspalace@aol.com

street: 24 Winchendon Rd.

city: Baldwinville

state: MA

zipcode: 01436

Make.and.Model.Snowmobile: Arctic ZR

Ever.Attend.Safety.Course?: never took course

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes

Have.You.Purposely.Stopped.At.Night?: yes

Do.You.Carry.Supplemental.Lighting: yes Flashlight, strobelight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: try not to stop on the trail

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: stayed behind buddy

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: no

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: 10 very important there is just never enough safety

comment: none

Other.SnowGlow@.Products.Questions?: no

snowglow

To: <snowglow@rangenet.com>
Sent: Saturday, September 08, 2001 10:20
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Saturday, September 8, 2001 at 22:20:02

sex.and.age: Male 36-45

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: SCOTT

lastname: BURNS

ContactEmail: XLTMAN@AOL.COM

street: 539 GREENMEDOW DRIVE

city: WAUKESHA

state: WI

zipcode: 5318

Make.and.Model.Snowmobile: 2000 XCR 800

Ever.Attend.Safety.Course?: NO

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: YES

Have.You.Purposely.Stopped.At.Night?: YES

Do.You.Carry.Supplemental.Lighting: YES A FLASH LIGHT

If.You.Stop.What.Do.You.Do.To.Be.Seen?: YES

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: WAITED FOR ANOTHER SLED

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: NO

Can.You.See.Benefit.Convenience?: YES

One.To.Ten.Scale.Need?: 10

comment: I WOULD WANT YOUR PRODUCT

snowglow

To: <snowglow@rangenet.com>
Sent: Saturday, September 08, 2001 10:35
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Saturday, September 8, 2001 at 22:35:59

sex.and.age: Male 36-45

years.riding: Over 21 years

how.much.night.riding: More than 50%

firstname: Rich

lastname: Grady

ContactEmail: richg@idcnet.com

street: W8122 Creek road

city: Delavan

state: WI

zipcode: 53115

Make.and.Model.Snowmobile: 2002 MXZX 800 SKI-DOO

Ever.Attend.Safety.Course?: Yes, no, the class was back in the mid 70's

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: No, we always leave another sled running so that there is light of somekind. Also, everyone has a flashlight.

Have.You.Purposely.Stopped.At.Night?: No

Do.You.Carry.Supplemental.Lighting: Yes, flashlights

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Yes, always leave the machine running

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: Yes, I had a light bulb go bad. We stopped at a gas station and they had a replacement

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No

Can.You.See.Benefit.Convenience?: Yes

One.To.Ten.Scale.Need?: 5 - if the sled is not running and does not have battey - the flasher will not work

snowglow

To: <snowglow@rangenet.com>
Sent: Saturday, September 08, 2001 10:37
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Saturday, September 8, 2001 at 10:37:05

sex.and.age: Male 21-35

years.riding: 1 - 5 years

how.much.night.riding: More than 50%

firstname: erik

lastname: groegor

ContactEmail: erik_groegor@hotmail.com

street: rt1 box 20a

city: bayfield

state: wi

zipcode: 54814

Make.and.Model.Snowmobile: 97 700 sks

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes

Have.You.Purposely.Stopped.At.Night?: yes i have

Do.You.Carry.Supplemental.Lighting: yes a small flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: yes we stop and when we hear a sled comming we must run to our sled and start up the engine

Can.You.See.Benefit.Convenience?: yes i can it would be nice to have a early warning system on a sled to let you know that there is a sled a head on the trail

One.To.Ten.Scale.Need?: 10 it a warning system the same on a car lets you tell some you are there

snowglow

To: <snowglow@rangenet.com>
Sent: Saturday, September 08, 2001 12:09
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Saturday, September 8, 2001 at 12:09:20

sex.and.age: Male 55 or Over

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: John

lastname: Walker

ContactEmail: mawpa@theofficenet.com

street: 876 Skidmore rd.

city: Colville

state: Wa.

zipcode: 99114

Make.and.Model.Snowmobile: 2002 AC 800 Cross Country

Ever.Attend.Safety.Course?: Yes Pull as far to the right as possible ,or get off the trail. Also have the rear snowmobile left running.

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: Yes

Do.You.Carry.Supplemental.Lighting: Yes a flashlight and flashing red lights on suit

If.You.Stop.What.Do.You.Do.To.Be.Seen?: No

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: YES person following ran into sled ahead, has happened in daylight every time.

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: 5 They are for people who arnt paying attention.

snowglow

To: <snowglow@rangenet.com>
Sent: Saturday, September 08, 2001 12:39
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Saturday, September 8, 2001 at 12:39:50

sex.and.age: Male 21-35

years.riding: 11 - 15 years

how.much.night.riding: Less than 10%

firstname: James

lastname: Savok

ContactEmail: jnsavok@hotmail.com

street: po box 2290

city: Kenai

state: AK

zipcode: 99611

Make.and.Model.Snowmobile: 02 skidoo summitx 800 144"

Ever.Attend.Safety.Course?: no

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes

Have.You.Purposely.Stopped.At.Night?: yes

Do.You.Carry.Supplemental.Lighting: flashlights

If.You.Stop.What.Do.You.Do.To.Be.Seen?: no

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: walk out on foot 4mi to closest house and called home

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: no

Can.You.See.Benefit.Convenience?: Yes

One.To.Ten.Scale.Need?: 10 even more so than a car, they are not easily seen and dont have any type of safty features on them anyway

comment: I really like those helmet lamps, seen them on the trail , way cool idea

Other.SnowGlow®.Products.Questions?: send me a catalog or broshoure please

snowglow

To: <snowglow@rangenet.com>
Sent: Saturday, September 08, 2001 1:16
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Saturday, September 8, 2001 at 13:16:36

sex.and.age: Male 36-45

years.riding: Over 21 years

how.much.night.riding: More than 50%

firstname: Wayne

lastname: Asp

ContactEmail: wasp500@earthlink.net

street: 1414 courtland west

city: Waconia

state: mn

zipcode: 55387

Make.and.Model.Snowmobile: Ski-Doo Grand Touring 500

Ever.Attend.Safety.Course?: no

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes

Have.You.Purposely.Stopped.At.Night?: yes

Do.You.Carry.Supplemental.Lighting: no

If.You.Stop.What.Do.You.Do.To.Be.Seen?: I get as far off the trail as possible.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: Rode as close to a friend as possible.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: no

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: 10 Some people just don't get the idea of pulling off the trail when stopping!

snowglow

To: <snowglow@rangenet.com>
Sent: Saturday, September 08, 2001 2:52
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Saturday, September 8, 2001 at 14:52:53

sex.and.age: Male 36-45

years.riding: 1 - 5 years

how.much.night.riding: 10% to 50%

firstname: William

lastname: Baumgartner

ContactEmail: snowmobill@workingfamilies

street: 2398 30th ave S

city: Grand Forks

state: ND

zipcode: 58201

Make.and.Model.Snowmobile: polaris 600 edge X

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes

Have.You.Purposely.Stopped.At.Night?: No

Do.You.Carry.Supplemental.Lighting: No

If.You.Stop.What.Do.You.Do.To.Be.Seen?: No

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: no

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: no

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: 10

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 10:14
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 22:14:38

sex.and.age: Male 21-35

years.riding: 1 - 5 years

how.much.night.riding: More than 50%

firstname: Sam

lastname: Yarger

ContactEmail: spy@pennswoods.net

street: RD 2 Box 178

city: Allport

state: Pa

zipcode: 16821

Ever.Attend.Safety.Course?: no

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes

Have.You.Purposely.Stopped.At.Night?: yes

Do.You.Carry.Supplemental.Lighting: yes-flashlights

If.You.Stop.What.Do.You.Do.To.Be.Seen?: no

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: no

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: no

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: 5

comment: no

Other.SnowGlow@.Products.Questions?: no

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 11:23
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 23:23:24

sex.and.age: Male 21-35

years.riding: 16 - 20 years

how.much.night.riding: Less than 10%

firstname: Craig

lastname: Goldsworthy

ContactEmail: craigg2@bellatlantic.net

street: 62 Haverhill St

city: Andover

state: MA

zipcode: 01810

Make.and.Model.Snowmobile: 98 XC700 & 2001 Yamaha Venture 700

Ever.Attend.Safety.Course?: I have never attended a snowmobile safety course.

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: No.

Have.You.Purposely.Stopped.At.Night?: No.

Do.You.Carry.Supplemental.Lighting: Yes. A flashlight.

If.You.Stop.What.Do.You.Do.To.Be.Seen?: No.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No.

Can.You.See.Benefit.Convenience?: Yes.

One.To.Ten.Scale.Need?: I think the addition of a hazard could be helpful in aiding the visibility of a disabled snowmobile. However, I would rate this importance no more than a 3. Snowmobilers travelling at night should be riding at a level that allows them to see the upcoming trail (and obstacles on or off the trail). Most snowmobiles have plenty of reflectors allowing them to be easily seen. If a snowmobiler can't see a snowmobile then how are they able to see the trail itself? Trees don't have hazard lites?

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 4:06
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 04:06:33

sex.and.age: Male 36-45

years.riding: 6 - 10 years

how.much.night.riding: Less than 10%

firstname: Roger

lastname: Beauregard Jr

ContactEmail: rtb2@mediaone.net

street: 12 Joanne Drive

city: Hooksett

state: NH

zipcode: 03106

Make.and.Model.Snowmobile: Polaris XCR 800

Ever.Attend.Safety.Course?: Keep the sled{s} running for lighting

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: No

Have.You.Purposely.Stopped.At.Night?: No

Do.You.Carry.Supplemental.Lighting: Yes, Flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: NO

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No

Can.You.See.Benefit.Convenience?: Yes

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 9:22
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 21:22:03

sex.and.age: Male 21-35

years.riding: 16 - 20 years

how.much.night.riding: 10% to 50%

firstname: J

lastname: Lear

ContactEmail: jplear@home.com

street: 103 Cherry Hill Rd

city: n.Branford

state: CT

zipcode: 06472

Make.and.Model.Snowmobile: Polaris XCR 800

Ever.Attend.Safety.Course?: No

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: Yes

Do.You.Carry.Supplemental.Lighting: Yes. Flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Pull off trail or out of travel lanes

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: Yes . Had one sled in front and one in back. Use other sleds lights or flashlight

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No

Can.You.See.Benefit.Convenience?: Yes

One.To.Ten.Scale.Need?: 8

comment: At night when we hear another sled we start one sled to make are group visable

Other.SnowGlow®.Products.Questions?: NO

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 6:24
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 06:24:48

sex.and.age: Male 21-35

years.riding: Over 21 years

how.much.night.riding: Less than 10%

firstname: anthony

lastname: lamendola

ContactEmail: alam300@aol.com

street: 56 valley rd.

city: lambertville

state: nj

zipcode: 08530

Make.and.Model.Snowmobile: yamaha viper

Ever.Attend.Safety.Course?: no

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes

Have.You.Purposely.Stopped.At.Night?: yes

Do.You.Carry.Supplemental.Lighting: no

If.You.Stop.What.Do.You.Do.To.Be.Seen?: no

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: hope for the best

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: yes

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: 10

comment: no

Other.SnowGlow®.Products.Questions?: no

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 6:38
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 06:38:23

sex.and.age: Male 36-45

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: Ted

lastname: Kozenewski

ContactEmail: koz@twcny.tr.com

street: 1 Sunset Ave.

city: Ilion

state: NY

zipcode: 13357

Make.and.Model.Snowmobile: 2002 Polaris XC 700

Ever.Attend.Safety.Course?: no

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: yes

Have.You.Purposely.Stopped.At.Night?: yes

Do.You.Carry.Supplemental.Lighting: Yes, I usually carry at least one small "maglite"

If.You.Stop.What.Do.You.Do.To.Be.Seen?: no

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: no

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: no

Can.You.See.Benefit.Convenience?: yes

9/9/01

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 7:23
Subject: Hazard Light Survey
 Below is the result of your feedback form. It was submitted by
 () on Sunday, September 9, 2001 at 07:23:47

sex.and.age: Male 55 or Over

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: William

lastname: Schrader

street: P.O. Box 1

city: New London

state: Pa

zipcode: 19360

Make.and.Model.Snowmobile: 2001 yamaha vmax 600

Ever.Attend.Safety.Course?: No

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: Yes, I restarted my snowmobile to be seen

Do.You.Carry.Supplemental.Lighting: Usually a large 2 cell rubber flashlight and a smaller
 maglite

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Leave it running and lock on the brake so the rear light
 is lit.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: I never ride alone and therefore my friends and I have towed
 the sled to a safe place or dragged the sled off of the trail

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: Yes. It was in Old Forge, NY. They were stopped and
 some
 midnight racer came roaring around the curve so fast that
 they lost control and ran into my friend's sled. Driver error
 and speed were the causes of that accident.

Can.You.See.Benefit.Convenience?: Anything that makes snowmobiling safer should be included

One.To.Ten.Scale.Need?: 10. anything that will help to save even one life is very
 important to the sport of snowmobiling. Newspapers and TV
 always do everything they can to make snowmobiling look like
 a dangerous sport.

comment: I certainly don't understand why any snowmobile manufacturer
 would not want to do anything they can to make snowmobiling
 a safer sport. We certainly don't need negative headlines

9/9/01

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 7:53
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 07:53:31

sex.and.age: Male 36-45

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: David

lastname: Hennigar

ContactEmail: hennigar@mddc.com

street: 303 N. E. Flint St.

city: Greenfield

state: IA

zipcode: 50849

Make.and.Model.Snowmobile: Yamaha SX Viper

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: No, I leave it running so I have lights

Do.You.Carry.Supplemental.Lighting: Yes a small flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Yes get off the trail if at all possible,if not leave the snowmobiles running.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: Yes luckily I was with a group of sleds so they could leave theirs running we ended up riding double on one and towing the other about 25 miles at 10:00 at night.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No

Can.You.See.Benefit.Convenience?: Yes

One.To.Ten.Scale.Need?: 7-8 I think anything that can make it safer is important as long as the cost isn't too high because there are a lot of people who probably don't ride at night and have no need for it and it wouldn't be far to make them pay a lot of money for something they don't need. If the cost isn't that much I say put it on all.

or some government safety nut will overfix a problem.

Other.SnowGlow@.Products.Questions?: I would like to receive a brochure by mail telling me about your products.

9/9/01

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 8:31
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 20:31:05

sex.and.age: Male 36-45

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: Gary

lastname: Oles

ContactEmail: esupa@earthlink.net

street: 6101 W. 64th place

city: Chicago

state: IL

zipcode: 60638

Make.and.Model.Snowmobile: 00,00,99 All Yamaha's

Ever.Attend.Safety.Course?: no

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Not stopped for a mechanical failure.. Just stopped for a pit stop or two

Have.You.Purposely.Stopped.At.Night?: YES!!!!

Do.You.Carry.Supplemental.Lighting: NO

If.You.Stop.What.Do.You.Do.To.Be.Seen?: I usually stop in a wide open spot in the center of a large field , so others have time to see my sled...

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: no

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: no

Can.You.See.Benefit.Convenience?: Yes

One.To.Ten.Scale.Need?: Very good idea...

comment: Please send info on your hazard lighting system.... Thank You Gary Oles nosboy

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 7:36
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 19:36:07

sex.and.age: Male 36-45

years.riding: Over 21 years

how.much.night.riding: Less than 10%

firstname: Robert

lastname: Greenwood

ContactEmail: robert@mhtc.net

street: 7520 Ceely Rd

city: Barneveld

state: Wi

zipcode: 53507

Make.and.Model.Snowmobile: Polaris XC800

Ever.Attend.Safety.Course?: no

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: no

Have.You.Purposely.Stopped.At.Night?: no

Do.You.Carry.Supplemental.Lighting: flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: no

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: 10 excellent Idea

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 6:44
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 18:44:08

sex.and.age: Male 46-55

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: Joseph

lastname: Frank

ContactEmail: jfrank@mayco-mi.com

street: 53880 Mound Road

city: Shelby Twp

state: MI

zipcode: 48316

Make.and.Model.Snowmobile: Polaris 2001 800XC

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: I believe there is a concern by anyone stopped on the trail.

Have.You.Purposely.Stopped.At.Night?: No, we know to move off the trail before we stop.

Do.You.Carry.Supplemental.Lighting: Just a flash-light.

If.You.Stop.What.Do.You.Do.To.Be.Seen?: I often stop at night a wait for others. I do feel concerned in these cases as I am off the trail.

Can.You.See.Benefit.Convenience?: As long as it did not add weight or additional maintance I would be in favor of this.

One.To.Ten.Scale.Need?: I would rate it at 3. Brighter driving lights are more important.

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 6:30
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 18:30:50

sex.and.age: Male 55 or Over

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: garry

lastname: koehn

ContactEmail: garrykoehn@hotmail.com

street: 202 hampton drive

city: williamsburg

state: ia

zipcode: 52361

Make.and.Model.Snowmobile: 2002 zl 800 efi cat

Ever.Attend.Safety.Course?: no

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: maybe, once in all these years of riding

Have.You.Purposely.Stopped.At.Night?: no

Do.You.Carry.Supplemental.Lighting: no

If.You.Stop.What.Do.You.Do.To.Be.Seen?: yes, I let the engine run to keep my lighting system working

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: no

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: none

Can.You.See.Benefit.Convenience?: not at this time

One.To.Ten.Scale.Need?: 1 - see no need for it at this time

Other.SnowGlow®.Products.Questions?: no

9/9/01

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 4:41
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 16:41:51

sex.and.age: Male Under 21

years.riding: 11 - 15 years

how.much.night.riding: Less than 10%

firstname: Jared

lastname: Pawloski

ContactEmail: FoxMxFox1@cs.com

street: 6240 Cavanaugh Rd

city: Marcy

state: NY

zipcode: 13403

Make.and.Model.Snowmobile: '01 Arctic Cat ZRT 600, '00 Arctic Cat Z 370

Ever.Attend.Safety.Course?: yes but not instructed on what to do at night.

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: nope.

Have.You.Purposely.Stopped.At.Night?: nope.

Do.You.Carry.Supplemental.Lighting: a flash light in the tool kit...thats it.

If.You.Stop.What.Do.You.Do.To.Be.Seen?: never do that.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: lost a brake light once. had a spare with me.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: never happened.

Can.You.See.Benefit.Convenience?: i personally wouldnt install one but it sounds like a good idea.

One.To.Ten.Scale.Need?: 6. I might use them. It would be nice if the people who stop on the side at night would use them.

snowglow

To: <snowglow@rangenet.com>
 Sent: Sunday, September 09, 2001 3:32
 Subject: Hazard Light Survey
 Below is the result of your feedback form. It was submitted by
 () on Sunday, September 9, 2001 at 15:32:34

sex.and.age: Male 36-45

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: Miller

lastname: Gene

ContactEmail: lgne@msn.com

street: 5218 Dufferin Drive

city: Savage

state: MN

zipcode: 55378

Make.and.Model.Snowmobile: 2002 AC ZR800EFI/CC, 1998 ZL 500, 1998 ZL 440, 1998 Kitty Kat

Ever.Attend.Safety.Course?: No

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: Yes

Do.You.Carry.Supplemental.Lighting: Yes, flashlight for nighttime emergencies.

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Yes. I always park well off the trail so visibility isn't an issue.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No

Can.You.See.Benefit.Convenience?: Yes

One.To.Ten.Scale.Need?: 8; There are always those unplanned incidents where you may have to stop somewhere you didn't plan to stop, and couldn't make a safe stop due to the circumstances. In low light and poor visibility conditions like heavy snowfall, there have been times when I've come up on sleds parked in total darkness in what would normally be a good location. With heavy snowfall making visibility poor, the need for auxillary lighting for parking is all too apparent. I can see the need for a secondary taillight system that is able to be placed in a flash mode with a LED type light to make it even more visible. I've spent many hours riding at night in the frequent heavy snowfall conditions of the western UP. Following your partners or coming up on other riders is very difficult in these "whiteout" conditions. More and more in the trucking industry, I've seen the "LED" taillight type lenses which increase the intensity of the light emission. Why not on sleds too!
 ???

A hazard light system would be very usefull for even wide open spaces like a lake or a field crossing. If you've ever stopped out on a lake at night, you keep your head on a swivel looking for other sleds.

comment: If such a system were installed on the sled from the factory, I would want it to be self-contained with a battery included and not have to have an acutal snowmobile battery to power it. I would want it to recharge/maintain a charge off the sleds electrical system.

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 2:32
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 14:32:38

sex.and.age: Male 21-35

years.riding: 16 - 20 years

how.much.night.riding: 10% to 50%

firstname: HAROLD

lastname: IRWIN II

ContactEmail: BOOGUN308@AOL.COM

street: 4032 MILL LAKE ROAD

city: LAKE ORION

state: MI

zipcode: 48360

Make.and.Model.Snowmobile: POLARIS 600XC

Ever.Attend.Safety.Course?: NO

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: YES

Have.You.Purposely.Stopped.At.Night?: YES

Do.You.Carry.Supplemental.Lighting: YES SUREFIRE TACTICAL LIGHT

If.You.Stop.What.Do.You.Do.To.Be.Seen?: YES I DO NOTHING THE SNOWMOBILE IS ON ITS OWN THE LIGHT STAYS WITH ME

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: YES GLOW STICK THERE CHEAP AND I KEEP A FEW IN THE SLED

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: NO

Can.You.See.Benefit.Convenience?: YES

One.To.Ten.Scale.Need?: 4 IT WOULD BE A NICE CONVENIENCE BUT A LITTLE COMMON SENSE GO'S A LONG WAY

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 1:22
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 13:22:21

sex.and.age: Male 36-45

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: mike

lastname: walther

ContactEmail: walther@nac.net

street: 177 mudtown rd

city: sussex

state: nj

zipcode: 07461

Make.and.Model.Snowmobile: 2002 mxzx800

Ever.Attend.Safety.Course?: no

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: I ride ski-doo and they have reflective tape on them so I feel confident anyone coming in any direction will see my sled. I also dont have a dark colored sled

Have.You.Purposely.Stopped.At.Night?: only time I would be concerened is if it was snowing hard .

Do.You.Carry.Supplemental.Lighting: I carry two or three flashlights

If.You.Stop.What.Do.You.Do.To.Be.Seen?: at night I am most likely to leave my sled running

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: I either point a flashlight at oncommig sleds or move my sled so the reflective tape can be seen

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: never had a problem yet

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: I think the benefit would be for example: Someone has an accident and the others in your group stop and no one is by those sleds so when traffic comes by they cant see a problem untill they are ontop of it thus putting them at risk. most wrecks happen on corners so most of time you cant see around them. I give the flashers a rating of 7

comment: All sleds should at least come with reflective tape on all 4 corners

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 1:20
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 13:20:49

sex.and.age: Male 46-55

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: Rick

lastname: Lockhart

ContactEmail: lockhart@inwave.com

street: 709 Cutter Drive

city: Beloit

state: WI

zipcode: 53511

Make.and.Model.Snowmobile: Polaris 1-XC700, 2-XC500

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: no

Have.You.Purposely.Stopped.At.Night?: no

Do.You.Carry.Supplemental.Lighting: flashlights

If.You.Stop.What.Do.You.Do.To.Be.Seen?: ?

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: no experience

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: 3-5

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 9:30
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 09:30:40

sex.and.age: Male 55 or Over

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: MEL

lastname: SHANNON

ContactEmail: stove@recorder.ca

street: R.R. 2

city: Prescott

state: ONT

zipcode: K0E 1X0

Make.and.Model.Snowmobile: Polaris 800xcsp

Ever.Attend.Safety.Course?: no

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: no

Have.You.Purposely.Stopped.At.Night?: no

Do.You.Carry.Supplemental.Lighting: yes flash lights

If.You.Stop.What.Do.You.Do.To.Be.Seen?: yes, we park. but off the trail

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: has not happened

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: no

Can.You.See.Benefit.Convenience?: yes but????

One.To.Ten.Scale.Need?: 6

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 9:09
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 09:09:43

sex.and.age: Male 36-45

years.riding: 6 - 10 years

how.much.night.riding: Less than 10%

firstname: Rick

lastname: Young

ContactEmail: Tcat10001@aol.com

street: 4550 Linview Dr.

city: Rockford

state: IL

zipcode: 61109

Make.and.Model.Snowmobile: Arctic cat ZR 800 cc.

Ever.Attend.Safety.Course?: No

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: No

Do.You.Carry.Supplemental.Lighting: Yes Meglight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Park sled off trail.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No

Can.You.See.Benefit.Convenience?: Yes

One.To.Ten.Scale.Need?: 10 May save a life.

comment: Locking hood and gass cap.

Other.SnowGlow®.Products.Questions?: No

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 9:08
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 09:08:12

sex.and.age: Male 21-35

years.riding: 6 - 10 years

how.much.night.riding: 10% to 50%

firstname: Jason

lastname: Boire

ContactEmail: jboire@rochester.rr.com

state: NY

zipcode: 14052

Make.and.Model.Snowmobile: 2001 ZR 500

Ever.Attend.Safety.Course?: Never attended a course.

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: No. There were several guys in our group, we pulled the broken down sled off to the side and sent a fellow ahead and back to warn any oncoming sleds.

Have.You.Purposely.Stopped.At.Night?: No. We always pull off the beaten path and when sleds are coming we start one machine so the lights will warn the oncoming traffic.

Do.You.Carry.Supplemental.Lighting: Flashlights

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Start up a sled when we hear sleds coming.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: I do not know anyone who had this experience.

Can.You.See.Benefit.Convenience?: Yes.

One.To.Ten.Scale.Need?: 6 - I never ride alone at night so the odds are in my favor. All the sleds I am with would have to breakdown (never less than three sleds) for me to experience a major safety dilemma, also we all carry flashlights. I cannot see any downside to a supplemental lighting system.

snowglow

To: <snowglow@rangenet.com>
 Sent: Sunday, September 09, 2001 8:35
 Subject: Hazard Light Survey
 Below is the result of your feedback form. It was submitted by
 () on Sunday, September 9, 2001 at 08:35:33

sex.and.age: Male 21-35

years.riding: 6 - 10 years

how.much.night.riding: 10% to 50%

firstname: mike

lastname: favorito

ContactEmail: r7mike@yahoo.com

street: 412 homestead ave.

city: maybrook

state: ny

zipcode: 12543

Make.and.Model.Snowmobile: Yamaha VIPER

Ever.Attend.Safety.Course?: No but I would guess make your self visble by keeping someones sled running and pull them off to the side if possible

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: No I ride Yamaha hehe

Have.You.Purposely.Stopped.At.Night?: No

Do.You.Carry.Supplemental.Lighting: Flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: No but if I did I'd make it visible

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: Yup a guy we met had a 2000 zr600efile and needed to run back to his house for something so the rest of us said we'll be right here (most off us were off to the side but 2 of my buddies were in the middle (it's a trail to one of our houses not much traffic) and the guy on the 600 came flying over this little hill right into the side of another guys 2001 zr800 right where the clutch is to much surprise the 800 had no damage but he said when riding the clutch didnt feel right but the 600 was pretty messed up.No injuries though

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: I say some people use they're heads all the time, some use they're heads some times and some well you know as well as I do some should not be on these machines . So I say if you got smarts and USE them when situation arise like a mechanical failure etc. then try to work as a team if your not alone and do the smartest thing you think is possible at the time.

comment: I absolutely love the sport of snowmobiling.I went from a 1979 Arctic Cat to a 99 Yamaha SRX 700 to a 02 yamaha viper and with the way this sport is growing and how competative the manufacturers are getting it's only going to get better.I love all the brands and ride many differnt sleds every year (my friends) but I started on Yamaha 4 wheelers had a 99

Yamaha yzf600r so I kidda got a liking for the Yammies and now I'm just doin the snowthing. But I enjoy riding all of the brands,variety u know.

Other.SnowGlow®.Products.Questions?: What do you have?

snowglow

To: <snowglow@rangenet.com>
Sent: Sunday, September 09, 2001 11:53
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Sunday, September 9, 2001 at 11:53:40

sex.and.age: Male Under 21

years.riding: 11 - 15 years

how.much.night.riding: 10% to 50%

firstname: Jeff

lastname: Young

ContactEmail: ace_224@hotmail.com

street: 1015 Main Street

city: Wilton

state: ME

zipcode: 04294

Make.and.Model.Snowmobile: 1998 Arctic Cat Zr 500

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: I have never really thought about it.

Have.You.Purposely.Stopped.At.Night?: Ive never been too concerned about that really. If its snowing and visibility is limited...i will not park on a lake, and i pull way off the trail.

Do.You.Carry.Supplemental.Lighting: I always have a Mag-Lite with me in case of an emergency.

If.You.Stop.What.Do.You.Do.To.Be.Seen?: I normally park next to something...Say a big tree or a trail sign. Snowmobilers will avoid these, avoiding my machine at the same time.

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: I have never experienced anything like that.

Can.You.See.Benefit.Convenience?: That would definitely be a good thing to have on my machine. With the amount of riding i do, a light of some sort that was on when i was stopped would be a big help.

One.To.Ten.Scale.Need?: I would say about 8. This is because in my years of riding, i havent had a problem with out them. However, it does happen and i dont want it to happen to me. So they would definitely be going on my sled.

comment: Just that i think hazard lights will make a lot of people feel better about stopping on the trail/lake. Thanks!

Other.SnowGlow@.Products.Questions?: Ive been hunting a little bit for a blue headlight bulb for my front headlight. There is such a color bulb/cover right? I would love to get 1, or even 3. Thanks again.

snowglow

To: <snowglow@rangenet.com>
Sent: Monday, September 10, 2001 12:06
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Monday, September 10, 2001 at 00:06:10

sex.and.age: Male 21-35

years.riding: 6 - 10 years

how.much.night.riding: More than 50%

firstname: Joseph

lastname: Noble

ContactEmail: stormy@wi.rr.com

street: 161 Gramling Court

city: Dousman

state: WI

zipcode: 53118

Make.and.Model.Snowmobile: Yamaha Viper

Ever.Attend.Safety.Course?: No

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: No

Do.You.Carry.Supplemental.Lighting: Yes, flashlight.

If.You.Stop.What.Do.You.Do.To.Be.Seen?: No

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: No.

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: No.

Can.You.See.Benefit.Convenience?: Yes.

One.To.Ten.Scale.Need?: 6, I think they would help with mechanical breakdowns..

snowglow

To: <snowglow@rangenet.com>
Sent: Monday, September 10, 2001 2:45
Subject: Hazard Light Survey
 Below is the result of your feedback form. It was submitted by
 () on Monday, September 10, 2001 at 02:45:36

sex.and.age: Male 21-35

years.riding: 6 - 10 years

how.much.night.riding: More than 50%

firstname: Tracy

lastname: Doyle

ContactEmail: attackcat@cac.net

street: P.O.Box 51

city: Whitmore Lake

state: Mi

zipcode: 48189

Make.and.Model.Snowmobile: Arctic Cat ZR600, Arctic Cat ZR440 Sno Pro

Ever.Attend.Safety.Course?: No

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: Yes

Do.You.Carry.Supplemental.Lighting: Yes, Flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: Yes, Light flash light for oncoming sleds

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: no

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: no

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: 8 Most riders will carry supplemental lighting regardless of hazard lights. But , flashing yellow lights could make it easier ot see a disabled sled. Although people every year crash into groomers that are lit up like football fields. The flasher system could also be used to let other riders know that you are moving over to let them pass. The reason I don't feel it is a nessesity is that if people thought about where they were stopping and pull off onto a safe place most of these types of accidents would be greatly reduced. If we all use common sense, accidents would be all but completely eliminated.

9/10/01

snowglow

To: <snowglow@rangenet.com>
Sent: Monday, September 10, 2001 6:52
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Monday, September 10, 2001 at 06:52:55

sex.and.age: Male 21-35

years.riding: 11 - 15 years

how.much.night.riding: 10% to 50%

firstname: Matthew

lastname: Richter

ContactEmail: richter@lopesltd.com

street: 476 Huron

city: Sudbury

state: ON

zipcode: P3C 2P8

Make.and.Model.Snowmobile: 01 Arctic Cat ZR600

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: NO

Have.You.Purposely.Stopped.At.Night?: YES

Do.You.Carry.Supplemental.Lighting: NO

Can.You.See.Benefit.Convenience?: YES

One.To.Ten.Scale.Need?: 8, only if the system does not add a battery and other high maintenance items as well as a substantial amount of weight

snowglow

To: <snowglow@rangenet.com>
Sent: Monday, September 10, 2001 7:44
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Monday, September 10, 2001 at 07:44:50

sex.and.age: Male 21-35

years.riding: 1 - 5 years

how.much.night.riding: 10% to 50%

firstname: Brian

lastname: Ruschy

ContactEmail: bgruschy@yahoo.com

street: 573 100th street

city: Sherburn

state: MN

zipcode: 56171

Make.and.Model.Snowmobile: skid FIII 600 and Skidoo mxz 600

Ever.Attend.Safety.Course?: NO

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: Yes

Have.You.Purposely.Stopped.At.Night?: Yes

Do.You.Carry.Supplemental.Lighting: Yes, small flashlight

If.You.Stop.What.Do.You.Do.To.Be.Seen?: NO, not on trail, if I stop it is at an itersction or off to the side away from traffic

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: not yet....

Do.You.Know.Of.An.Injury.or.Collision.Because.Stopped.With?: I bought a sled that was rear ended, I don't know the details other than it was not at night and alchol was involved.

Can.You.See.Benefit.Convenience?: yes

One.To.Ten.Scale.Need?: 10, I would like to see a system that would make sleds visible but not be distracting

snowglow

To: <snowglow@rangenet.com>
Sent: Monday, September 10, 2001 2:25
Subject: Hazard Light Survey
Below is the result of your feedback form. It was submitted by
() on Monday, September 10, 2001 at 14:25:14

sex.and.age: Male 46-55

years.riding: Over 21 years

how.much.night.riding: 10% to 50%

firstname: Richard

lastname: Linehan

ContactEmail: zear800@yahoo.com

street: 17 columbia Park

city: Haverhill

state: MA

zipcode: 01830

Make.and.Model.Snowmobile: 2001 ZR800

Are.You.Concerned.When.Broke.Down.Because.Of.Possible.Collision?: YES

Have.You.Purposely.Stopped.At.Night?: YES

Do.You.Carry.Supplemental.Lighting: YES FLASHLIGHT

If.You.Stop.What.Do.You.Do.To.Be.Seen?: YES YES

Have.You.Ever.Been.Lost.Or.Broken.Down.At.Night?: YES followed a friend

Can.You.See.Benefit.Convenience?: YES

One.To.Ten.Scale.Need?: 10 I HAVE BEEN SAYING FOR YEARS WE NEED A ALTERNATE LIGHT SYSTEM. Like boat lighting with red/green bow light on the hood. This would improve accidents on lakes at night.
