



LED Tracking Number

FATAL SNOWMOBILE ACCIDENT REPORT (SUPPLEMENT TO UD-10)

By Authority of Part 821, P.A. of 1994, as Amended. This Information Will Assist in Compilation of Accident Statistics.

County		District	Report Type <input type="checkbox"/> Preliminary <input type="checkbox"/> Final		UD-10 Serial Number				
Conservation Officer's Name			Operator Number		Recreational Vehicle No.				
Weather <input type="checkbox"/> 09. Powdery Snow <input type="checkbox"/> 10. Wet Snow <input type="checkbox"/> 11. Freezing Rain			Traffic Control: <input type="checkbox"/> 5. Operator Admit / Witness Statement, Disregard of Signage <input type="checkbox"/> 6. Apparent Disregard of Signage						
Area: Other Areas	Surface Condition (Areas 22-26 only)		Road Condition		Action Prior				
<input type="checkbox"/> 22. Railroad Track <input type="checkbox"/> 23. Private Land <input type="checkbox"/> 24. State Land / Trail <input type="checkbox"/> 25. Other Publicly Owned Land <input type="checkbox"/> 26. Ice / Water	<input type="checkbox"/> 1. Groomed - (Approximate) Date: _____ Time: _____ <input type="checkbox"/> Am <input type="checkbox"/> Pm <input type="checkbox"/> 2. Ungroomed <input type="checkbox"/> 3. Off Trail		<input type="checkbox"/> 09. Sm Moguls 0-6", Flat <input type="checkbox"/> 10. Sm Moguls 0-6", Rough <input type="checkbox"/> 11. Med Moguls 7-12", Flat <input type="checkbox"/> 12. Med Moguls 7-12", Rough <input type="checkbox"/> 13. Lg Moguls Over 13", Flat <input type="checkbox"/> 14. Lg Moguls Over 13" <input type="checkbox"/> 15. Flat		Driver Action <input type="checkbox"/> 24. Cruising <input type="checkbox"/> 26. Towing <input type="checkbox"/> 27. Fueling <input type="checkbox"/> 28. Racing Pedestrian Action <input type="checkbox"/> 37. Hidden From View <input type="checkbox"/> 38. Standing in Trail				
Sequence of Events (Check (X) Numbers According to Occurrence)									
Non-Collision									
46. Speeding	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	53. Jumping	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
47. Careless Driving	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	54. Defective Equipment	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
48. Failure to Yield	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	55. Towing Collision With Non-Fixed	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
49. Tailgating	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	56. Fell off Machine And Was Run Over	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
50. Broke Through Ice	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	Collision with Fixed				
51. Dragging Feet or Hands	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	57. Hit a Bump / Rut	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
52. Clothing Caught in Track	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	58. Hit Hidden / Unseen Object	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4
Crash Remarks and Statements									
Officer Opinion of Events: Describe Trail / Surroundings (e.g., Hill, Straightaway, and Curves) and Opinion on Possible Contributing Factors Like Speed and Visibility. Include Obvious Machine Defects.			Witness Statement						
_____			_____						
_____			_____						
_____			_____						
_____			_____						
Crash Diagram									
Include Names of Crossroads, Distances to Signs and Intersections, Vehicle Path, Resting Location, Vehicle Impact Statement and Nearest Trail or Landmark for a Reference Point. Attach Photos if Available.									
									

ADDITIONAL SNOWMOBILE ACCIDENT INFORMATION

Time of Accident Report Completion <i>(In Military Time)</i>	Date	
Time of Accident Investigation <i>(In Military Time)</i>	Date	
Temperature at Time of Accident <div style="text-align: center;">°F <input type="checkbox"/> Estimated <input type="checkbox"/> Actual</div>		
Corrective Eyewear Needed <input type="checkbox"/> 1. Yes, was Wearing <input type="checkbox"/> 2. Yes, but not Wearing <input type="checkbox"/> 3. No <input type="checkbox"/> 4. Unknown	BAC Results <hr style="width: 80%; margin: 0 auto;"/>	Estimated Visibility <input type="checkbox"/> 1. Zero Visibility (0 Yards) <input type="checkbox"/> 2. Poor (1-50 Yards) <input type="checkbox"/> 3. Fair (51-100 Yards) <input type="checkbox"/> 4. Good (101-500 Yards) <input type="checkbox"/> 5. Excellent (> 501 Yards)
Operator - Snowmobile Education Course <input type="checkbox"/> 1. Michigan <input type="checkbox"/> 4. No <input type="checkbox"/> 2. Other State's <input type="checkbox"/> 5. Unknown <input type="checkbox"/> 3. Provincial <input type="checkbox"/> 6. Other _____ <hr style="width: 80%; margin: 0 auto;"/>	Snowmobile Information CC's _____ Make _____ Model _____ Year _____	
Snowmobile Operator Experience _____ Years or Since (Year) _____	Helmet Used <input type="checkbox"/> 1. Yes, USDOT or Snell Approved <input type="checkbox"/> 2. No <input type="checkbox"/> 3. Unknown	
Ownership of Snowmobile <input type="checkbox"/> 1. Operator Owned <input type="checkbox"/> 2. Operator Borrowed <input type="checkbox"/> 3. Operator Leased <input type="checkbox"/> 4. Operator Rented <input type="checkbox"/> 5. Unknown <input type="checkbox"/> 6. Other _____ <hr style="width: 80%; margin: 0 auto;"/>	Performance Enhancements (Modified or Stock) <input type="checkbox"/> 1. Studs <input type="checkbox"/> 2. After Market Exhaust <input type="checkbox"/> 3. Carbide Runners <input type="checkbox"/> 4. Internal Modifications <input type="checkbox"/> 5. Unknown <input type="checkbox"/> 7. Not Applicable <input type="checkbox"/> 6. Other _____ <hr style="width: 80%; margin: 0 auto;"/>	
<div style="text-align: center;">Legal / Illegal Operation</div> <input type="checkbox"/> 1. Legally Operating <input type="checkbox"/> 2. Illegal Road Operation <input type="checkbox"/> 3. Trespassing on Private Land Trail <input type="checkbox"/> 4. Trespassing on Public Land <input type="checkbox"/> 5. Operating on Closed <input type="checkbox"/> 6. Unlicensed / Unregistered <input type="checkbox"/> 7. Operating With no Lights <input type="checkbox"/> 8. Unknown <input type="checkbox"/> 9. Other Illegal _____ <hr style="width: 80%; margin: 0 auto;"/>		

SUBMIT COMPLETED REPORT TO

**LAW ENFORCEMENT DIVISION
 MICHIGAN DEPARTMENT OF NATURAL RESOURCES
 PO BOX 30031
 LANSING MI 48909-7531**

SNOWMOBILE ACCIDENT REPORT INSTRUCTIONS

This report serves as a supplement to the State of Michigan Traffic Crash Report (UD-10), designed to collect additional information about snowmobile accidents. The front page expands the choices available on existing UD-10 questions. The back page requires new information.

If the additional choices on the supplement better reflect the accident conditions, fill in a choice off the supplement. If the choice marked on the UD-10 is as accurate as possible, leave the corresponding supplement box blank. For example, on the UD-10 "Weather" #5 is Snow/Blowing Snow. The supplement has the additional choices of #9 Powdery Snow and #10 Wet Snow. If either of these choices reflects more accurately the weather during the time of the accident, choose either #9 or #10 on the supplemental report.

Directions for completing the supplement:

LED Tracking Number

Leave blank. Entered by LED headquarters.

County

Enter the county in which accident occurred.

District

Enter the district in which accident occurred.

Report Type

Check appropriate box.

UD-10 Serial No.

Enter the UD-10 serial number exactly as it is shown on the original accident report.

Conservation Officer's Name

Enter the Conservation Officer's name.

UD-10 Operator No./Recreational Vehicle No.

Enter the corresponding number (e.g. 1) from the UD-10. One report should be completed for EACH operator and/or machine.

Weather

- #5 Snow/Blowing Snow on the UD-10 can be further broken down into #9 Powdery Snow or #10 Wet Snow.
- #4 Rain on the UD-10 can be further broken down into #11 Freezing Rain.

Traffic Control

- #5 An admission by the operator or a statement from a witness that traffic signage were disregarded.
- #6 Officer opinion that signage were apparently disregarded.

Area: Other Areas

Additional "non-freeway" areas of snowmobile operation. The purpose of this section is to separate out non-trail accidents from trail/roadway/ice accidents.

- 22. Railroad track- Operating on the track or grade, unless there is a official marked trail on the grade, in which case the "area" will be either State or Private Land.
- 23. Private Land- Operating off-trail on any lands not open to the general public. Does not include state, federal, CFR or corporate lands, or private property where a lease has been obtained for a marked trail.
- 24. State Land/Trail- Operating on state owned land (includes State trails).
- 25. Other Publicly owned land- Operating on publicly owned land, other than State land.
- 26. Ice/Water- Operating on a frozen surface, or water "skipping".

Surface Condition on Areas 22-26 only:

If any #22-#26 "Area" are checked on UD10, complete this section.

Groomed- Estimate the last date and time the surface had been professionally groomed.

Ungroomed- Surface area was not professionally groomed or had been so long ago that the benefit had deteriorated.

Off-trail- The surface area ridden is not considered a trail.

Road Condition:

If the UD-10 choices can be combined with the supplemental choices, choose one from each report. If not, choose one choice from either report. For example, if the UD-10 choice is #3 "icy" and it's appropriate to choose #10 on the supplement, then the "trail" conditions would be described as a series of small rough, icy moguls. If #3 is chosen alone, the "trail" condition is best described as "icy".

- #09 Small moguls from zero to six inches tall, with relatively mild bouncing at a speed of 25 mph.
- #10 Small moguls from zero to six inches tall, with rocky bouncing at a speed of 25 mph.
- #11 Medium moguls from seven to twelve inches tall, with relatively mild bouncing at a speed of 25 mph.
- #12 Medium moguls from seven to twelve inches tall, with rocky bouncing at a speed of 25 mph.
- #13 Large moguls from thirteen inches or taller with relatively mild bouncing at a speed of 25 mph.
- #14 Large moguls from thirteen inches or taller, with rocky bouncing at a speed of 25 mph.
- #15 Flat.

Action Prior

Driver Action Prior to Crash- An additional five choices to describe what the operator was doing prior to the crash.

- 24. Cruising-Normal mode of operation sustained over a period of time.
- 25. Maneuvering-Normal mode of operation, sustained over a period of time, but vacillating from a straight pathway.
- 26. Towing-Towing another vehicle.
- 27. Fueling- Obtaining fuel for the vehicle.
- 28. Racing-Participating in an impromptu race.

Pedestrian Action Prior to Crash- An additional two choices to describe what the victim(s) (person other than operator) was doing prior to the crash. Be sure to distinguish the difference between the UD-10 choices #27 and #28 from the supplemental choice #38. The UD-10 choices are for victims that were actually on a ROADWAY (i.e. paved surface) and the supplemental choice indicates the victim was standing in a trail (unpaved surface).

Sequence of Events

The categories of non-collision, collision with non-fixed and collision with fixed can be used together to re-create the series of events leading up to the accident.

Non-Collision- An additional 11 non-collision choices to describe the series of events that led up to the crash. Be sure to mark what order the events occurred in.

Collision With Fixed- An additional two collision choices to describe the series of events that led up to the crash. Be sure to mark what order the events occurred in.

SNOWMOBILE ACCIDENT REPORT INSTRUCTIONS

Sequence of Events (continued)

#47, "Careless Driving"- If checked, please narrate reason for choosing on a separate sheet or in Officer Opinion of Events section. While there is not currently a careless definition set by statute, a good standard is " Operated carelessly and heedlessly in disregard of the rights or safety of others, or without due caution in a manner so as to endanger or be likely to endanger any person or property".

Crash Remarks and Statements:

Officer Opinion of Events- The Officer describes what events he/she feels occurred to cause the accident. Include a description of the environmental surroundings (layout of the landscape, weather, visibility etc.) and operator behaviors that may have contributed (use of alcohol/drugs, operating too fast for conditions, inexperience in operating machine etc.)

Witness Statement- If a witness is available, obtain a statement about the day's itinerary, establishments patronized, witness's opinion of operator's/victim's mental and physical ability to operate the machine etc.

Crash Diagram-Add any details that do not appear on the UD-10 crash diagram. Include trail markers, reference points, vehicle path, resting location of vehicle, and vehicle impact statement. Attach photos if available.

ADDITIONAL SNOWMOBILE ACCIDENT INFORMATION

Some of the questions presented on this page of the report can only be answered if the victim survives and is capable to answer questions. There may also be witnesses that can provide answers. If the information is deemed critical to the analysis and determination of the cause of the accident, it may be appropriate to arrange a meeting with the victim's immediate family to obtain additional information. If it is not possible to obtain reasonably confident answers to these questions, leave them BLANK. Do not guess.

Time of Accident Report Completion

Enter date and military time when the supplemental accident report was completed.

Time of Accident Investigation

If an investigation was conducted by DNR LED personnel, enter the date and military time the investigation was conducted.

Temperature at Time of Accident

Estimate or obtain actual data for the temperature at the TIME OF THE ACCIDENT.

Corrective Eyewear Needed:

Indicate whether the operator requires corrective lenses to operate a motor vehicle.

BAC results:

If the UD-10 report does not indicate an actual number for test results, it will be necessary to obtain this figure. Follow up with the coroner's office for fatal accidents, or the reporting agency for non-fatal accidents may be necessary. This information is critical for accident analysis and should be pursued vigilantly.

Estimated Visibility:

Estimate what visibility was like at the time of the accident.

Operator Snowmobile Education Course:

1. Michigan -Has successfully passed a snowmobile course authorized through the DNR-Law Enforcement Division.
2. Other States -Has successfully passed a different State's official snowmobile education course.
3. Provincial-Has successfully passed a Canadian Province's snowmobile education course.
4. No-Has not passed one of the above courses
5. Unknown- Can not ascertain if operator has successfully passed an official course
6. Other- Has successfully passed a different authorized course. Document what type on line below.

Snowmobile Information:

Snowmobile CC's- Enter the engine size in cubic centimeters (cc's)

Snowmobile Make- Enter the manufacturer of the snowmobile

Snowmobile Model- Enter the model of the snowmobile

Snowmobile Year-Enter the year the snowmobile was manufactured.

Snowmobile - Operator Experience:

Enter the number of years the operator has been operating a snowmobile (not riding, but operating) OR enter the year that operator started operating a snowmobile.

Helmet Used:

Indicate whether the operator was wearing a United States' Department of Transportation or Snell approved crash helmet.

Ownership of Snowmobile

1. Operator owned- The operator is in the immediate family of the machine owner.
2. Operator borrowed- The operator does not own the machine, but borrowed it from a friend/family member.
3. Operator leased- The operator does not own the machine, but has purchased a lease from a business for a length of time.
4. Operator rented- The operator does not own the machine, but has rented it from a business for a short length of time (i.e. day/weekend/week.)
5. Unknown-Do not know relationship of operator to the machine.
6. Other- Explain relationship of operator to machine.

Performance Enhancements (modified or stock):

Indicate how the machine has been modified or enter Not Applicable if it has not been modified.

Legal/Illegal Operation:

Indicate if the operator was legally operating the machine. If not, indicate the offense that best describes the operation, or enter an explanation in #8 -other illegal.