GROOMER OPERATORS CERTIFICATION TEST

Name:_____Date:_____Grade:_____

Chapter 1

1. Snowmobile trail grooming is:
    a) The single largest expense of a snowmobile trail program
    b) Using mechanical equipment to produce a high-density snow surface
    c) Very demanding work that requires your undivided attention at all times
    d) All of the above (pg 5 & 6 & 61)

2. Grooming implements include:
    a) Drags and planers
    b) Tractors
    c) Tillers and compactor bars
    d) a and c above (pg 7)
    e) a, b, and c above

3. Moguls are:
    a) Similar to washboards on a gravel road
    b) Patterns of mounds and dips formed in the trail's snow surface perpendicular to the direction of a snowmobile's travel
    c) Fun to ride
    d) Undesirable to snowmobilers
    e) a, b, and d above (pg 14)
    b) All of the above

4. Moguls should be:
    b) Cut off at the top and filled in the bottom
    b) Completely cut away (pg16)
    c) Enhanced with the front blade
    d) All of the above

Chapter 2

5. If you were to use only one grooming implement to build a trail that is both smooth and level, it would in most cases be a:
    a) Tiller
    b) Multi-blade drag (pg 24)
    c) Compactor bar
    d) Single blade drag
    e) Front blade

6. A very simple, lightweight implement that is very maneuverable and useful for initial trail set-up early in the season or deep snow events is a:
    a) Tiller
    b) Multi-blade drag
    c) Compactor bar (pg 35)
    d) Single blade drag
    e) Front blade

7. The overall weight of a grooming tractor is:
    a) Unimportant
    b) Can be compensated for by track area
    c) Can cause problems when crossing bridges and ice
    d) b and c above (pg 40)
    e) None of the above

8. The maximum width of a grooming implement like a drag or tiller is:
    a) Dictated by the maximum width of the trails to be groomed
    b) Dictated by the width and power of the tractor
    c) Not important
    d) Generally narrower than the tractor
    e) a and b above (pg 25)
    f) None of the above

9. Proper use of a tiller for snowmobile trail grooming requires:
    a) A tractor with sufficiently large horsepower
    b) A good front blade operator
    c) Deep snow cover
    d) None of the above
    e) a, b, and c above (pg 33 &34)

Chapter 3

10. Ensuring the safety of groomer operators includes:
    a) Making sure they are prepared for trouble by carrying safety and emergency equipment
    b) Providing them with communication equipment and requiring them to file a “trip plan”
    c) A good preventative maintenance program
    d) Requiring that they wear seat belts
    e) a and b above
    f) a, b, c, and d above (pg 48 & 49)

11. A Grooming Manager:
    a) Is someone who directs all aspects of a grooming program and establishes priorities and schedules
    b) Is an important position for a successful grooming program
    c) Is anyone who wants to be in charge
    d) Should understand heavy equipment operation and maintenance, understand snow mechanics, and be able to work with people
    e) a, b and d above (pg 45)
    f) All of the above

12. The following factors should be considered when establishing grooming priorities:
    a) Available labor and operating budget
    b) Number of groomers available
    c) Total miles/kilometers of trail to be groomed
    d) Snowmobile traffic patterns
    e) Locations of businesses, parking areas, and attractions
    f) Length of season, snow conditions, and weather patterns
    g) All of the above (pg 46)

Chapter 4

13. The amount of snow depth required to begin grooming operations will vary by area and is affected by the type of terrain and by the type of snow. Generally, there should be at least ____ of snow to begin grooming operations that are effective and worth the cost of grooming.
    a) 2 inches (5 centimeters)
    b) 6 inches (15 centimeters)
    c) 12 inches (30 centimeters) (pg 57)
    d) 18 inches (45 centimeters)

14. The most effective grooming speed with a drag is:
    a) 3 to 4 mph (5 to 6.5 kph)
    b) 5 to 7 mph (8 to 11 kph) (pg 62)
    c) 8 to 10 mph (13 to 16 kph)
    d) 10 to 12 mph (16 to 19 kph)

15. If the grooming tractor becomes stuck:
    a) Quickly give it more throttle and spin the tracks
    b) Don't spin the tracks
    c) Gently rock the vehicle back and forth, packing the snow
    d) Consider unhooking the drag – sooner versus later
    e) A shovel may be needed
    f) All of the above except a (pg 74)
    g) a, c, d, e, and f above

16. When grooming trails, always:
    a) Stay on the trail with the grooming equipment
    b) Feel free to pick new routes to provide variety since the groomer will go through anything
    c) Turn around only where there is ample turning room and it is known that the snow base will support the equipment, preferably using areas where turn-a-rounds have been made before.
    d) a and c above (pg 58)
    e) a, b, and c above

17. If there is a lack of new snow in the middle of the trail, the options could include:
    a) Set the drag blades to pull snow in from the trail edges
    b) Use the front blade on the tractor to pull snow in from the right edge of the trail
    c) Don't bother grooming – put the wheels down until you find snow
    d) Operate the groomer on the outside edge of the trail
    e) a, b and d above
    f) b and d above (pg 60)

18. Common operator abuses of tracked equipment include:
    a) Going too slow
    b) Spending too much time warming up the engine
    c) Performing unwarranted pre-operation inspections
    d) Unauthorized modifications (pg 76 & 77)
    e) None of the above
    f) a, b, c, and d above

19. If groomer operators encounter poor visibility caused by high wind, heavy snowfall, fog, or a combination of these conditions when grooming, and it is difficult to see where to groom, they should:
    a) Simply stop right where they are, leave all lights on with the engine idling
    b) Contact their grooming manager or a dispatcher to advise them of the situation and location
    c) Stay with the equipment and wait for visibility to improve
    d) Get out and walk
    e) a, b, and c above (pg 58)
    f) None of the above

20. When using a tiller and parts of the trail do not look good, like they were not processed and finished okay, it may indicate:
    a) The tiller depth is set too high
    b) Engine speed on the tractor is too slow
    c) The tiller isn't engaged in the float position
    d) Excessive groundspeed with the tractor
    e) The front tractor blade wasn't used to cut moguls and create an even surface area on the trail, so the tiller is "open" over the moguls
    f) All of the above (pg 72)

Chapter 5

21. Preventative maintenance can help prevent downtime and keep equipment safe to operate. The four main elements of a good preventative maintenance program include:
    a) Measurement, fueling, tinkering and replacement
    b) Monitoring, greasing, tuning and overhauls
    c) Inspection, lubrication, adjustment and repair (pg 81)
    d) Surveillance, servicing, alignment and rebuild

22. A tractor should be shut off as quickly as possible after a grooming shift to conserve fuel.
    True False (pg 83)

23. Grooming tractors should be stored inside or have their tracks removed during the off-season to avoid UV light damage to rubber tracks and belts.
    True (pg 84) False

Chapter 6

24. A Daily Operator's Log can:
    a) Be a waste of time
    b) Help document trails groomed, unusual events, and equipment use (pg 86)
    c) Increase liability
    d) None of the above

25. It is important to track fuel, labor, maintenance, and other operating costs, along with the number of hours that are required to groom an area's trails, to analyze the performance of the grooming program.

True (pg 86) False