



Polaris Industries Inc.  
2100 Highway 55  
Medina, MN 55340

Wednesday, March 09, 2017

Associate Administrator for Enforcement (NVS-211)  
National Highway Traffic Safety Administration  
400 7th Street, SW, RM 5319  
Washington, DC 20590

Re: 49 CFR Part 579 Subpart B Report  
Model Year 2015-2017 Polaris Slingshot Vehicles  
Recall in Canada of Canadian Slingshot Models

Dear Administrator,

This letter is submitted pursuant to 49 CFR Part 579 Subpart B - Reporting of Safety Recalls and Other Safety Campaigns in Foreign Countries. Specifically, this letter fulfills the requirements 49 CFR Part 579.11(b) – *Determination by a Foreign Government*, for a recall associated with a non-compliance with a Canadian requirement applicable to Polaris Slingshot models sold in Canada. The requirement does not apply to the Slingshot vehicles sold in the United States.

The subject Canada Slingshot models, which are classified as Three-Wheeled Vehicles in Canada, are not sold in the United States. The similar US Slingshot models are separate model numbers that are classified as motorcycles in the United States.

For foreign recalls and other safety campaigns that are reported under the subject provisions, the following must be submitted:

**§579.12 Contents of reports:** Each report made pursuant to §579.11 of this part must be dated and must include the information specified in §573.6(c)(1), (c)(2), (c)(3), and (c)(5). Each such report must also identify each foreign country in which the safety recall or other safety campaign is being conducted, state whether the foreign action is a safety recall or other safety campaign, state whether the determination to conduct the recall or campaign was made by the manufacturer or by a foreign government, describe the manufacturer's program for remedying the defect or noncompliance (if the action is a safety recall), specify the date of the determination and the date the recall or other campaign was commenced or will commence in each foreign country, and identify all motor vehicles, equipment, or tires that the manufacturer sold or offered for sale in the United States that are identical or substantially similar to the motor vehicles, equipment, or tires covered by the foreign recall or campaign. If a determination has been made by a foreign government, the report must also include a copy of the determination in the original language and, if the determination is in a language other than English, a copy translated into English.

**573.6(c)(1):** *The manufacturer's name: The full corporate or individual name of the fabricating manufacturer and any brand name or trademark owner of the vehicle*

**Manufacturer Name:**  
Polaris Industries Inc.  
2100 Highway 55  
Medina, MN 55340

**Person Submitting Report:**  
Ryan Bigot, Regulatory Affairs Manager  
Polaris Industries Inc.  
2100 Highway 55  
Medina, MN 55340



**573.6(c)(2):** Identification of the vehicles or items of motor vehicle equipment potentially containing the defect or noncompliance:

MY2015 - 2017 Polaris Slingshot Three-Wheeled Vehicles distributed in Canada.

Model Names	Model Numbers *	# Units	Production Dates	VIN Begin / End
2015 Model Year Slingshot Slingshot SL Slingshot SLR	2 Models + Colors T15AASFAC C T15AAPFAC B,D No SLR in 2015	773	3/5/2014-6/22/2015	57XAAPFA8F5100005 - 57XAAPFA7F5106877
2016 Model Year Slingshot Slingshot SL Slingshot SLR	3 Models + Colors T16AASFAC A,C T16AAPFAC B,F,G,H,K No SLR in 2016	607	6/26/2015 - 5/25/16	57XAAPFA3G5107039 - 57XAAPFA0G7118455
2017 Model Year Slingshot Slingshot SL Slingshot SLR	3 Models + Colors T17AASFAC A T17AAPFAC F,L T17AARFAC E,M	100	7/18/2016 - 9/29/2016	57XAASFA1H8118818 - 57XAASFA2H8120304

\* Note: 6th digit of model number distinguishes the model: S = Slingshot ; P = Slingshot SL ; R = Slingshot SLR  
9th digit designates market configuration: C = Canada ; 10th (last) digit designates color-only differences

**573.6(c)(3):** The total number of vehicles or items of equipment potentially containing the defect or noncompliance:

1,480 units sold in Canada are non-compliant with the Canadian CMVSS 208 standard

**573.6(c)(5):** A description of the defect or noncompliance, including both a brief summary and a detailed description, with graphic aids as necessary, of the nature and physical location (if applicable) of the defect or noncompliance. In addition, the manufacturer shall identify and describe the risk to motor vehicle safety reasonably related to the defect or noncompliance consistent with its evaluation of risk required by 49 CFR 577.5(f).

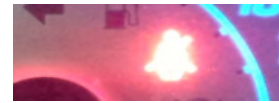
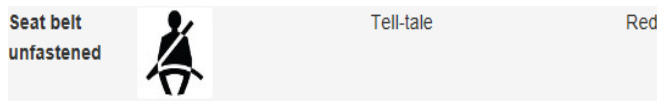
During a review of the Canada Motor Vehicle Safety Standard 208 (CMVSS 208) and Technical Standard Document No. 208 (TSD 208), Polaris determined that Model Year 2015-2017 Slingshot three-wheeled vehicles sold in Canada are not in compliance with Section S7.3 of the standard, which requires the vehicles to be equipped with an audible warning when the seat belt is disconnected while the vehicle ignition is activated. The audible chime feature had not previously been identified as a Canadian requirement and was not designed into the Canada Slingshot three-wheeled vehicles. This constitutes a non-compliance in Canada with CMVSS 208. The analogous US standard, FMVSS 208, is not applicable to US Slingshot models which are classified as motorcycles.



Evaluation of Safety Risk:

Polaris assesses this non-compliance with Canada regulations as inconsequential to safety. While the operator will not hear an audible warning when the vehicle's ignition switch is moved to the "on" or "start" positions, the operator will continuously see the warning lamp required by CMVSS 101 and 208. This warning lamp, which is present on the US Slingshot models, warns the operator that the seat belt is not fastened when the ignition switch is moved to those positions. The warning light stays on as long as the ignition switch is in the on position and the seat belt is disconnected (i.e., the illumination does not time out).

The Slingshot seat belt warning light is readily visible to the driver, displaying the identifying symbol of the seat belt tell-tale shown. The warning light in the instrument cluster is continuous until the seat belt is latched. Shown below is the required seat belt warning lamp tell-tale excerpt from the Table in CMVSS 101, and an actual photo of the red tell-tale as displayed on the Slingshot three-wheeled vehicle. The symbol is illuminated in a bright red color on the display (the photo does not capture the red that is visible to the eye).



**Other Information Required by §579.12**

Canada is the only foreign country in which the recall is being conducted.

The foreign action is a recall to remedy the non-compliance with Canada regulations.

The determination to conduct the recall or campaign was made by the Canadian Government (Transport Canada).

The Polaris program for remedying the Canada noncompliance consists of a consumer and dealer notification campaign and a recall in which the alarm required by the Canada regulations will be installed on the Canada model vehicles sold in Canada.

The date of the determination made by Transport Canada is February 9, 2017

The date the recall will commence in Canada is still being determined. Consumers and dealers will be notified no later than April 9, 2017.

The motor vehicles that Polaris sold or offered for sale in the United States that are identical or substantially similar to the motor vehicles covered by the foreign recall are the US Model Year 2015-2017 Slingshot vehicles, which are regulated as motorcycles in the United States.

A copy of the English language Transport Canada determination is provided as an appendix to this letter. The original language was English.



**Why Polaris is not Recalling the Slingshot Motorcycle in the U.S.**

Canada requires the Slingshot three-wheeled vehicle to comply with the CMVSS 208, while the USA does not require the Slingshot motorcycle to comply with the corresponding FMVSS 208. The US Slingshot models have seat belts and a continuous warning light that warns the operator if the seatbelt is disconnected when the ignition switch is moved to the "on" or "start" position. An audible alarm is not required by US law for motorcycles, and the audible alarm was not otherwise deemed by Polaris as a necessary feature of the vehicle design. The recommended use of helmets by Slingshot operators renders the audible alarm less obvious to the operator than it would be in other vehicle applications.

Furthermore, seat belt use in the U.S. is required by law. Operators will buckle-up to avoid being ticketed. Seat belt use technologies should be viewed as complementary to other proven strategies for increasing belt use, in particular, enactment of state seat belt use laws that enable police to pull over and cite drivers who are not buckled up, and execution of well-publicized enforcement programs.

Thank you,

A handwritten signature in blue ink that reads "R- Bigot".

Ryan Bigot  
Regulatory Affairs Manager  
Polaris Industries Inc.



Transport  
Canada

Transports  
Canada

Safety and Security

Sécurité et sûreté

Motor Vehicle Safety  
330 Sparks Street  
9<sup>th</sup> Floor  
Ottawa ON K1A 0N5

Sécurité des véhicules automobiles  
330, rue Sparks  
9e étage  
Ottawa ON K1A 0N5

Your file    Votre référence

Our file    Notre référence  
**ASF 3293-1885**

February 9, 2017

Lawrence E. Keller  
Manager, Compliance  
Polaris Industries Inc.  
50 Prairie Way  
Winnipeg, MB, R2J 3J8, Canada

**Subject: 2015-2017 Polaris Slingshot Non-Compliance to CMVSS 208, S7.3 of TSD 208 – Audible warning**

Dear Mr. Keller,

This is in response to your letter of December 15, 2016 in which you advise of a technical non-compliance to Canada Motor Vehicle Safety Standard (CMVSS) 208 – Occupant Protection in Frontal Impacts, specifically S7.3 of TSD 208, involving a limited number of 2015-2017 Polaris Slingshot.

Specifically, the vehicles are not equipped with an audible warning when the vehicle's ignition switch is moved to the "on" or "start" positions, when section S7.3 of TSD 208 requires an audible warning either with option (1) or option (2), at the option of the manufacturer. There are 1478 Polaris Slingshot affected by this non-compliance in total, from 2015 to 2017 model year. Polaris Industries Inc. proposes to correct the condition with an engineering change so that the 2018 model year production of Polaris Slingshot vehicles will be equipped with an audible warning.

Polaris Industries Inc. considers that this non-compliance does not pose any safety concerns to customers, as the operator will continuously see the warning lamp required by CMVSS 101 and 208. Therefore, the company believes that no corrective field action is necessary.

The Compliance Engineering, Vehicle and Equipment Testing Division has reviewed your submission and is unable to concur that this non-compliance is inconsequential to motor vehicle safety. Furthermore, we are unaware of any evidence proving that a visual warning provides the same level of effectiveness as the required audible warning. As this particular non-compliance has not been deemed to be inconsequential to safety, Polaris Industries Inc. is required to notify the owners of the affected vehicles and provide a corrective field action, as well as the proposed production change for future models.

Sincerely,

Matt Coons, P. Eng.  
Chief, Compliance Engineering, Vehicle and Equipment Testing  
Motor Vehicle Regulation Enforcement