U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE.
Washington, DC 20590

MAY 28 2015

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Jeff Eyres
Assistant General Counsel
Polaris Industries, Inc.
2100 Highway 55
Medina, MN 55340

NVS-214jry
PE15-016

Dear Mr. Eyres:

As you know, we have opened a Preliminary Evaluation (PE15-016) to investigate an allegation of sudden and complete wheel failure involving the right front wheel on a 2015 Slingshot SL manufactured by Polaris Industries, Inc. (Polaris). This letter requests information from Polaris related to that failure. We have attached the VOQ complaint prompting this inquiry. The complainant also posted an incident description (with photos) on a web forum. We have attached a printed copy of that posting.

Unless otherwise stated in the text, the following definitions apply to these information requests:

- **Subject vehicles:** all Polaris Slingshot autocycles, equipped with a subject component, manufactured for sale or lease in the United States.

- **Subject component:** all front wheels with the same part number or substantially similar in design to the wheel installed on the Slingshot SL autocycle identified in the VOQ complaint (#10704009) received by NHTSA on April 6, 2015.

- **Polaris:** Polaris Industries, Inc., all of its past and present officers and employees, whether assigned to its principal offices or any of its field or other locations, including all of its divisions, subsidiaries (whether or not incorporated) and affiliated enterprises and all of their headquarters, regional, zone and other offices and their employees, and all agents, contractors, consultants, attorneys and law firms and other persons engaged directly or indirectly (e.g., employee of a consultant) by or under the control of Polaris (including all business units and persons previously referred to), who are, or were involved in any way with any of the following related to the alleged defect in the subject vehicles:

  a. Design, engineering, analysis, modification or production (e.g. quality control);
  b. Testing, assessment or evaluation;

c. Consideration, or recognition of potential or actual defects, reporting, record-keeping and information management, (e.g., complaints, field reports, warranty information, part sales), analysis, claims, or lawsuits; or
d. Communication to, from or intended for zone representatives, fleets, dealers, or other field locations, including but not limited to people who have the capacity to obtain information from dealers.

- **Alleged defect:** any cracking/fracturing of any element of a subject component. This includes "cosmetic" cracking of the rim/spoke surfaces.

- **Document:** "Document(s)" is used in the broadest sense of the word and shall mean all original written, printed, typed, recorded, or graphic matter whatsoever, however produced or reproduced, of every kind, nature, and description, and all non-identical copies of both sides thereof, including, but not limited to, papers, letters, memoranda, correspondence, communications, electronic mail (e-mail) messages (existing in hard copy and/or in electronic storage), faxes, mailgrams, telegrams, cables, telex messages, notes, annotations, working papers, drafts, minutes, records, audio and video recordings, data, databases, other information bases, summaries, charts, tables, graphics, other visual displays, photographs, statements, interviews, opinions, reports, newspaper articles, studies, analyses, evaluations, interpretations, contracts, agreements, jottings, agendas, bulletins, notices, announcements, instructions, blueprints, drawings, as-builts, changes, manuals, publications, work schedules, journals, statistical data, desk, portable and computer calendars, appointment books, diaries, travel reports, lists, tabulations, computer printouts, data processing program libraries, data processing inputs and outputs, microfilms, microfiches, statements for services, resolutions, financial statements, governmental records, business records, personnel records, work orders, pleadings, discovery in any form, affidavits, motions, responses to discovery, all transcripts, administrative filings and all mechanical, magnetic, photographic and electronic records or recordings of any kind, including any storage media associated with computers, including, but not limited to, information on hard drives, floppy disks, backup tapes, and zip drives, electronic communications, including but not limited to, the Internet and shall include any drafts or revisions pertaining to any of the foregoing, all other things similar to any of the foregoing, however denominated by Polaris, any other data compilations from which information can be obtained, translated if necessary, into a usable form and any other documents. For purposes of this request, any document which contains any note, comment, addition, deletion, insertion, annotation, or otherwise comprises a non-identical copy of another document shall be treated as a separate document subject to production. In all cases where original and any non-identical copies are not available, "document(s)" also means any identical copies of the original and all non-identical copies thereof. Any document, record, graph, chart, film or photograph originally produced in color must be provided in color. Furnish all documents whether verified by Polaris or not. If a document is not in the English language, provide both the original document and an English translation of the document.

- **Other Terms:** To the extent that they are used in these information requests, the terms "claim," "consumer complaint," "dealer field report," "field report," "fire," "fleet," "good

will," "make," "model," "model year," "notice," "property damage," "property damage claim," "rollover," "type," "warranty," "warranty adjustment," and "warranty claim," whether used in singular or in plural form, have the same meaning as found in 49 CFR 579.4.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to 49 U.S.C. § 30166, please provide numbered responses to the following information requests. Insofar as Polaris has previously provided a document to ODI, Polaris may produce it again or identify the document, the document submission to ODI in which it was included and the precise location in that submission where the document is located. When documents are produced, the documents shall be produced in an identified, organized manner that corresponds with the organization of this information request letter (including all individual requests and subparts). When documents are produced and the documents would not, standing alone, be self-explanatory, the production of documents shall be supplemented and accompanied by explanation.

Please repeat the applicable request verbatim above each response. After Polaris's response to each request, identify the source of the information and indicate the last date the information was gathered.

1. State, by model and model year, the number of subject vehicles Polaris has manufactured for sale or lease in the United States. Separately, for each subject vehicle manufactured to date by Polaris, state the following:
   a. Vehicle identification number (VIN);
   b. Make;
   c. Model;
   d. Model Year;
   e. Subject component part number and design version installed as original equipment;
   f. Date of manufacture;
   g. Date warranty coverage commenced; and
   h. The State in the United States where the vehicle was originally sold or leased (or delivered for sale or lease).

   Provide the table in Microsoft Access or Excel 2010, entitled "PRODUCTION DATA."

2. State the number of each of the following, received by Polaris, or of which Polaris is otherwise aware, which relate to, or may relate to, the alleged defect:
   a. Consumer complaints, including those from fleet operators;
   b. Field reports, including dealer field reports;
   c. Reports involving a crash, injury or fatality;
   d. Property damage claims;
   e. Third-party arbitration proceedings where Polaris is or was a party to the arbitration; and
   f. Lawsuits, both pending and closed, in which Polaris is or was a defendant or codefendant.

For subparts "a" through "f," state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

In addition, for items "c" through "f," provide a summary description of the alleged problem and causal and contributing factors and Polaris's assessment of the problem, with a summary of the significant underlying facts and evidence. For items "e/f" and "f," identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

3. Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:
   a. Polaris's file number or other identifier used;
   b. The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
   c. Vehicle owner or fleet name (and fleet contact person), street address, email address and telephone number;
   d. Vehicle's VIN;
   e. Vehicle's make, model and model year;
   f. Vehicle's mileage at time of incident;
   g. Incident date;
   h. Report or claim date;
   i. Whether a crash is alleged;
   j. Whether property damage is alleged;
   k. Number of alleged injuries, if any; and
   l. Number of alleged fatalities, if any.

   Provide this information in Microsoft Access or Excel 2010, or a compatible format, entitled "REQUEST NUMBER TWO DATA."

4. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Polaris used for organizing the documents. Describe in detail the search methods and search criteria used by Polaris to identify the items in response to Request No. 2.

5. State, by model and model year, a total count for all of the following categories of claims, collectively, that have been paid by Polaris to date that relate to, or may relate to, the alleged defect: warranty claims; extended warranty claims; claims for good will services that were provided; field, zone, or similar adjustments and reimbursements; and warranty claims or repairs made in accordance with a procedure specified in a technical service bulletin or customer satisfaction campaign.

   Separately, for each such claim, state the following information:

a. Polaris's claim number;
b. Vehicle owner or fleet name (and fleet contact person), street address, email address and telephone number;
c. VIN;
d. Repair date;
e. Vehicle mileage at time of repair;
f. Repairing dealer's or facility's name, telephone number, city and state or ZIP code;
g. Labor operation number(s);
h. Problem code(s);
i. Replacement part number(s) and description(s);
j. Concern stated by customer;
k. Cause as stated on the repair order;
l. Correction as stated on the repair order; and
m. Additional comments, if any, by dealer/technician relating to claim and/or repair.

Provide this information in Microsoft Access or Excel 2010, or a compatible format, entitled "WARRANTY DATA."

6. Describe in detail the search methods and search criteria used by Polaris to identify the claims in response to Request No. 5, including the labor operations, problem codes, part numbers and any other pertinent parameters used.

   Provide a list of all labor operations, labor operation descriptions, problem codes, and problem code descriptions, applicable to the alleged defect.

7. Produce copies of all service, warranty, and other documents that relate to, or may relate to, the alleged defect, that Polaris has issued to any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that Polaris is planning to issue within the next 120 days.

8. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect that have been conducted, are being conducted, are planned, or are being planned by, or for, Polaris. For each such action, provide the following information:

   a. Action title or identifier;
   b. The actual or planned start date;
   c. The actual or expected end date;
   d. Brief summary of the subject and objective of the action;
   e. Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
   f. A brief summary of the findings and/or conclusions resulting from the action.

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action.

9. Describe all modifications or changes made by, or on behalf of, Polaris in the design, material composition, manufacture, quality control, supply, or installation of the subject component, from the start of production to date, which relate to, or may relate to, the alleged defect. For each such modification or change, provide the following information:
   a. The date or approximate date on which the modification or change was incorporated into vehicle production;
   b. A detailed description of the modification or change;
   c. The reason(s) for the modification or change;
   d. The part number(s) (service and engineering) of the original component;
   e. The part number(s) (service and engineering) of the modified component;
   f. Whether the original unmodified component was withdrawn from production and/or sale, and if so, when;
   g. When the modified component was made available as a service component; and
   h. Whether the modified component can be interchanged with earlier production components.

   Also, provide the above information for any modification or change that Polaris is aware of which may be incorporated into vehicle production within the next 120 days.

10. Produce one of each of the following:
    a. An exemplar sample of the final design version of the subject component; and
    b. Field return samples of the failed wheel identified in the attached VOQ (#10704009).

11. Furnish Polaris's assessment of the alleged defect, including:
    a. The causal or contributory factor(s);
    b. The failure mechanism(s);
    c. The failure mode(s);
    d. The risk to motor vehicle safety that it poses; and
    e. What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning; and
    f. The report included with this inquiry.

Legal Authority for This Request

This letter is being sent to Polaris pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49 and to request reports and the production of things. It constitutes a new request for information.

Civil Penalties

Polaris's failure to respond promptly and fully to this letter could subject Polaris to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. (Other remedies and sanctions are available as well.) The Vehicle Safety Act, as amended, 49 U.S.C. § 30165(a)(3), provides for civil penalties of up to $7,000 per violation per day, with a maximum of $35,000,000 for a related series of daily violations, for failing or refusing to perform an act required under 49 U.S.C. § 30166. This includes failing to respond completely, accurately, and in a timely manner to ODI information requests. The maximum civil penalty of $7,000 per violation per day is established by 49 CFR 578.6(a)(3). The maximum civil penalty of $35,000,000 for a related series of daily violations of 49 U.S.C. § 30166 is authorized by 49 U.S.C. § 30165(a)(3) as amended by § 31203(a)(1)(B) of the Moving Ahead for Progress in the 21st Century Act, Public Law 112-141.

If Polaris cannot respond to any specific request or subpart(s) thereof, please state the reason why it is unable to do so. If on the basis of attorney-client, attorney work product, or other privilege, Polaris does not submit one or more requested documents or items of information in response to this information request, Polaris must provide a privilege log identifying each document or item withheld, and stating the date, subject or title, the name and position of the person(s) from, and the person(s) to whom it was sent, and the name and position of any other recipient (to include all carbon copies or blind carbon copies), the nature of that information or material, and the basis for the claim of privilege and why that privilege applies.

Confidential Business Information

All business confidential information must be submitted directly to the Office of Chief Counsel as described in the following paragraph and should not be sent to this office. In addition, do not submit any business confidential information in the body of the letter submitted to this office. Please refer to PE15-016 in Polaris's response to this letter and in any confidentiality request submitted to the Office of Chief Counsel.

If Polaris claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, Polaris must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended, to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Polaris is required to **submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted.** Please remember that the phrase "ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION" or "CONTAINS CONFIDENTIAL BUSINESS INFORMATION" (as appropriate) must appear at the top of each page containing information claimed to be confidential, and the information must be clearly identified in accordance with 49 CFR 512.6. If you submit a request for confidentiality for all or part of your response to this IR, that is in an electronic format (e.g., CD-ROM), your request and associated

submission must conform to the new requirements in NHTSA's Confidential Business Information Rule regarding submissions in electronic formats. See 49 CFR 512.6(c) (as amended by 72 Fed. Reg. 59434 (October 19, 2007)).

If you have any questions regarding submission of a request for confidential treatment, contact Otto Matheke, Senior Attorney, Office of Chief Counsel at otto.matheke@dot.gov or (202) 366-5253.

Due Date

Polaris's response to this letter, in duplicate, together with a copy of any confidentiality request, must be submitted to this office by **June 26, 2015**. Polaris's response must include all non-confidential attachments and a redacted version of all documents that contain confidential information. If Polaris finds that it is unable to provide all of the information requested within the time allotted, Polaris must request an extension from me at (202) 366-6938 no later than five business days before the response due date. If Polaris is unable to provide all of the information requested by the original deadline, it must submit a partial response by the original deadline with whatever information Polaris then has available, even if an extension has been granted.

Please send email notification to Bob Young at robert.young@dot.gov and to ODI_IRresponse@dot.gov when Polaris sends its response to this office and indicate whether there is confidential information as part of Polaris's response.

If you have any technical questions concerning this matter, please call Mr. Young at (202) 366-4806.

Sincerely,

Bruce York, Chief
Medium & Heavy Duty Truck Division
Office of Defects Investigation

Enclosure 1: VOQ 10704009
Enclosure 2: Web forum posting

Form Approved: O.M.B. No. 2127-0008

U.S. Department of Transportation

National Highway Traffic Safety Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire

To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET:www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received	Repository ☐
06-APR-2015	Reference No. 10704009

OWNER INFORMATION (Type or Print)

Name			
Address		Daytime Telephone Number	E-mail Address
City ALTAMONTE SPRINGS!	State FL	Zip Code	Evening Telephone Number

The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side	Make	Model	Model Year
57XAAPFA0F	POLARIS	SLINGSHOT	2015

Date Purchased	Dealer's Name and Telephone Number			Engine: No: Cylinders	Fuel Type:
Original Owner ☐	Dealer's City	State	Zip Code		

Transmission Type	☐ Antilock Brakes ☐ Cruise Control	Powertrain	Multiple Failure:	Incident Date(s) 06-APR-2015

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Codes: ENGINE (PWS), 200000 WHEELS	Failure Mileage	Failure Speed
	1067	

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make	Tire Model (Name or Number)	Tire Size (Example P215/65R15)
DOT No. (Example: DOTMAL9ABC036)	☐ Original Equipment ☐ Prior Repair	Failure Location:
Tire Component Code		Tire Failure Type:

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:	Date Manufactured:	Model No./Name:
Seat Type:	Installation System:	
Child Seat Component Code:	Failed Part:	

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)

Crash	Fire	Number of Persons Injured	Number of Deaths	Reported to Police
☐ Yes ☒ No	☐ Yes ☒ No	0	0	N

Narrative Description of Incident(S), Crash(es), and Injury(ies).
Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e, parts repaired or replaced (and if old part is available).

WE TOOK OUR SLINGSHOT SL BACK TO OUR DEALER TO HAVE THEM REMOVE AND CHECK FRONT WHEEL RIMS FOR CRACKLES DUE TO RECENT REPORTS OF OVER 10 OTHER SLINGSHOT OWNERS HAVING THEIR WHEELS RIMS FAILURE DUE TO CRACKS WHILE DRIVING. THE DEALER WOULD MULTIPLE CASTING IMPERFECTIONS AND ONE LARGE CRACK APPROX 1 INCH IN LENGTH AND 0.1 ML IN WIDTH (WIDE ENOUGH TO PUT A FINGERNAIL). POLARIS WAS CONTACTED BY THE DEALER AND BY US - AT THIS TIME POLARIS IS REFUSING TO ALLOW DEALERS TO REPLACE THESE DEFECTIVE CRACKED WHEEL RIMS.
THE SECOND SAFETY ISSUE THIS MOTORCYCLE HAS IS THE RPMS INCREASE WHEN YOU TAKE YOUR FOOT OFF THE GAS PEDAL AND HOLD IN THE CLUTCH TO SHIFT GEARS CAUSING THE MOTORCYCLE TO REV UP.
WE HAVE BEEN TOLD THE WHEEL RIMS ARE CAST ALUMINUM FROM CHINA AND ARE CONCERNED ABOUT OUR SAFETY WHEN DRIVING WITH THIS VEHICLE. AT THIS TIME WE HAVE PARKED OUR NEW 2015 SLINGSHOT UNTIL THESE SAFETY ISSUES CAN BE ADDRESSED BY POLARIS.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

[redacted] [redacted]

Log in or Sign up

[redacted]

NEWS FORUMS ACTIVE TOPICS REGISTRY GALLERY EVENTS

SEARCH FORUMS BEST POSTS ACTIVE TOPICS

[redacted] [redacted] [redacted] [redacted]

Wheel failure

1 2 3 4 5 6 → 34 Next >

Best Posts in Thread

Mar 10, 2015 #1

[redacted]
Member

Joined: [redacted]
Messages: 39
Thanks Received: 58
Trophy Points: 18

Several members have suggested that I post this to the General Forum so here goes. I have an SL that I took delivery of 11/18/2014. My SL has 1230 fair weather, not too aggressive, miles on it. My SL has had no track time and and no use that would even come close to extreme. I drive it mostly with my soon to be 14 year old Son. The Slingshot has been a great bonding tool as I had hoped it would be. My Son and I were out on a beautiful Sunday, 3/8/15, and had driven from our home to the interstate and then a few mile on it before exiting to a major county road where the failure occurred. We were in the process of doing a u-turn at a designated turn point when the failure occurred. I entered the u-turn at, no more than 20 mph and I estimate that I was doing no more that 27 mph when the failure occurred. There was no oncoming traffic during the turn, we were totally alone. The wheel broke away with a lowed pop and the brake assembly immediately settled to the pavement along with the nubs of the broken spokes. The wheel that broke away slid on the exposed rim side to the curb where it came to rest. The vehicle slid to the curb on the brake assembly and broken hub spokes until it impacted the curb and end up on top of the curb approximately 8" from the curb edge. My Son and I were both fine although my boy was quite shook up being as it was the first ever anything in a vehicle he had ever experienced. I cannot help but think of this failure occurring at highway speeds and the brake assembly and broken spokes digging in and flipping us end or end in traffic; a case that would have been deadly. My dealership has been awesome. I emailed pictures within an hour of the failure and I heard form the dealership manager who took it upon himself to "run with the ball" Polaris knows and has photos so everything is already in motion. I have posted this info on the forum already so search for "broken wheel" to find it and other pictures. The pictures attached here show the turn point, and area 35' short of the curb impact site where pieces of the broken spokes were found, and the brake assembly and spoke nubs as the vehicle as being loaded onto a rollback. Be save is all I can add for now. I thank God this happened where it did; it could have been so so much worse.

ATTACHED FILES:

IMG_2936_2.JPG
File size: 3.2 MB
Views: 993

IMG_2927_2.JPG
File size: 4 MB
Views: 960

IMG_2940.JPG
File size: 2.2 MB
Views: 1,002

IMG_2929.JPG
File size: 3.2 MB
Views: 902

Informative x 14 Agree x 1

Mar 10, 2015 #2

Wow that's horrible. At least everyone was okay. Makes me a little nervous to drive mine now.

Agree x 1

[redacted]
New Member

Joined: Feb 21, 2015
Messages: 25
Thanks Received: 2
Trophy Points: 3

Mar 10, 2015 #3

Damn, dude! Glad you and your son are okay. That is a little disturbing.

G-Man
Well-Known Member

Joined: Oct 2, 2014
Messages: 307
Thanks Received: 147
Trophy Points: 183

Agree x 4

Mar 10, 2015 #4

Undrpsi
Member

Joined: Oct 27, 2014
Messages: 41
Thanks Received: 9
Trophy Points: 8
Location: Lake Wales FL.

Glad your all OK! I can't wait till ours SL comes in should be in the next week or so. Never a big fan of the thin spokes wheels on anything. May have to look into changing those out first. Did you by any chance look at the other side to check out the spokes on that wheel? Did you see any signs of cracking, Did you have any vibration while driving at speed before you did the U turn and it broke?
Thanks for the heads up.

Last edited: Mar 10, 2015

Like x 1 Agree x 1

Mar 10, 2015 #5

Cobra
Well-Known Member

Joined: Nov 16, 2014
Messages: 52
Thanks Received: 24
Trophy Points: 48

Thank God everyone is okay. I guess it's time to inspected the wheels for possible cracks, hope you get your SS back soon.

Mar 10, 2015 #6

Orangeman
Well-Known Member

Joined: Nov 29, 2014
Messages: 535
Thanks Received: 179
Trophy Points: 83
Location: SE Florida

With all due respect I saw no posts in your original thread suggesting you cross post this but there is a bunch of good information in your original so to make it easy, it can be found here :

[redacted]

.

Winner x 1

Mar 10, 2015 #7

[redacted]

As I look at the photos I am not seeing the telltale gouges and scrapes on the pavement that is usually there when a wheel comes off a vehicle. Also, for the rotor and remaining wheel to climb the curb you would need to be going pretty quick. I hate to doubt the story, but could it be you just hit the curb and snapped the wheel off?

G-Man
Well-Known Member

Joined: Oct 2, 2014
Messages: 307
Thanks Received: 147
Trophy Points: 183

Mar 10, 2015 #8

First wheel failure I have heard off. Glad to see everyone is OK
Must have had some sort of fracture in it from manufacturing to fail like that. Good thing you were going a relatively low speed.
Happy to see Polaris and your dealer are stepping up.
Tell us how it works out for you

chirowolf
Active Member

Joined: Jan 28, 2015
Messages: 211
Thanks Received: 54
Trophy Points: 28
Location: Near St. Louis

Mar 10, 2015 #9

G-MAN SAID: ↑

> *As I look at the photos I am not seeing the telltale gouges and scrapes on the pavement that is usually there when a wheel comes off a vehicle. Also, for the rotor and remaining wheel to climb the curb you would need to be going pretty quick. I hate to doubt the story, but could it be you just hit the curb and snapped the wheel off?*

Open your eyes....I think you need to take your iron man mask off so you can see.

Agree x 2 Funny x 1

Wriggly
Well-Known Member

Joined: Jul 28, 2014
Messages: 1,242
Thanks Received: 357
Trophy Points: 148
Location: South Elgin

Mar 10, 2015 #10

ORANGEMAN SAID: ↑

> *With all due respect I saw no posts in your original thread suggesting you cross post this but there is a bunch of good information in your original so to make it easy, it can be found here :*
>
> [redacted]
>
> .

Wriggly
Well-Known Member

[redacted]

Joined: Jul 28, 2014
Messages: 1,242
Thanks Received: 357
Trophy Points: 148
Location: South Elgin

He was pm'd by a few people that felt it would be good to have it cross posted so more people could be made aware.

Mar 10, 2015 #11

Wriggly
Well-Known Member

Joined: Jul 28, 2014
Messages: 1,242
Thanks Received: 357
Trophy Points: 148
Location: South Elgin

Just like mob mentality, one stroke posts a doubt, and all the sheep line right up and parrot the same crap.

Mar 10, 2015 #12

Wriggly
Well-Known Member

Joined: Jul 28, 2014
Messages: 1,242
Thanks Received: 357
Trophy Points: 148
Location: South Elgin

COBRA SAID: ↑

Thank God everyone is okay. I guess it's time to inspected the wheels for possible cracks, hope you get your SS back soon.

Cobra, no reflection on you, but some of these people on this forum couldn't find their own cracks.....even with both hands and a seeing eye dog.
But then again, maybe the guys down south can, they tend to own bloodhounds for chasing folks through the swamps before they lynch em. Yep, they should be able to train them bloodhounds to sniff out cracks.

Funny x 3

Mar 10, 2015 #13

Orangeman
Well-Known Member

Joined: Nov 29, 2014
Messages: 535
Thanks Received: 179
Trophy Points: 83
Location: SE Florida

WRIGGLY SAID: ↑

No, but evidently my reading comprehension is a tad better than those of you in the mob from the south. I guess this is indicative of how you people managed to get such big crowds together for all those hangings back in the fifties.

May I suggest .....

.....

.

Funny x 3

Mar 10, 2015 #14

G-MAN SAID: ↑

As I look at the photos I am not seeing the telltale gouges and scrapes on the pavement that is usually there when a wheel comes off a vehicle. Also, for the rotor and remaining wheel to climb the curb you would need to be going pretty quick. I hate to doubt the story, but could it be you just hit the curb and snapped the wheel off?

Wriggly
Well-Known Member

Joined:	Jul 28, 2014
Messages:	1,242
Thanks Received:	357
Trophy Points:	148
Location:	South Elgin

I wouldn't sweat it. I'm sure someone will put their Sherlock Holmes hat on and call around to all the dealerships to get the whole story.....you know, like the time the old guy clipped a car and broke his control arm.

Agree x 1 Funny x 1

Mar 10, 2015 #15

G-MAN SAID: ↑

As I look at the photos I am not seeing the telltale gouges and scrapes on the pavement that is usually there when a wheel comes off a vehicle. Also, for the rotor and remaining wheel to climb the curb you would need to be going pretty quick. I hate to doubt the story, but could it be you just hit the curb and snapped the wheel off?

RABTECH
Well-Known Member

Joined:	Aug 29, 2014
Messages:	2,007
Thanks Received:	1,250
Trophy Points:	338
Location:	Haleyville, AL

He posted the photos of the sliding path it took in the registry section. You can see clearly that it slid on the pavement. I believe him completely.

I have also wondered if the back wheel is going to hold up to all the g-forces being applied. Can you imagine how much stress is going to be on the back wheel when entering a sharp turn at 100mph and then hitting an imperfection in the asphalt. I don't worry about a lot of things like some people do but this has me scratching my noggin.

The front has two wheels to take some of the force equally. And it has shorter spokes so they should be stronger than the rear. To see one snap like that is bad.

Agree x 7

Mar 10, 2015 #16

G-Man
Well-Known Member

Joined:	Oct 2, 2014
Messages:	307
Thanks Received:	147
Trophy Points:	183

RABTECH SAID: ↑

He posted the photos of the sliding path it took in the registry section. You can see clearly that it slid on the pavement. I believe him completely.

I checked the registry and only found the original statement, no photos. The photos attached to the thread don't have a clear view of road damage. As I said, I hate to doubt the story. Just playing devil's advocate. No sarcasm, or negativity inferred.

Mar 10, 2015 #17

RABTECH
Well-Known Member

Joined:	Aug 29, 2014
Messages:	2,007
Thanks Received:	1,250
Trophy Points:	338
Location:	Haleyville, AL

Let me see if they are still there. They were pretty good scrapes across the road.

Mar 10, 2015 #18

G-Man
Well-Known Member

Joined:	Oct 2, 2014
Messages:	307
Thanks Received:	147
Trophy Points:	183

WRIGGLY SAID: ↑

No, but evidently my reading comprehension is a tad better than those of you in the mob from the south. I guess this is indicative of how you people managed to get such big crowds together for all those hangings back in the fifties.

Yeah, that was uncalled for. Not a little bit uncalled for, but a lot uncalled for.

Agree x 8 Like x 1

Mar 10, 2015 #19

SlingJockey

Some suggested getting new rims, I actually like the look of the rims, so why should I incur the costs of new ones unless it bothers me so much prefer to do so. I'll wait and see what the findings are or another occurance.

Agree x 1

Well-Known Member

Joined: Nov 23, 2014
Messages: 826
Thanks Received: 294
Trophy Points: 118
Location: Centerville, Minnesota

Mar 10, 2015 #20

Wriggly
Well-Known Member

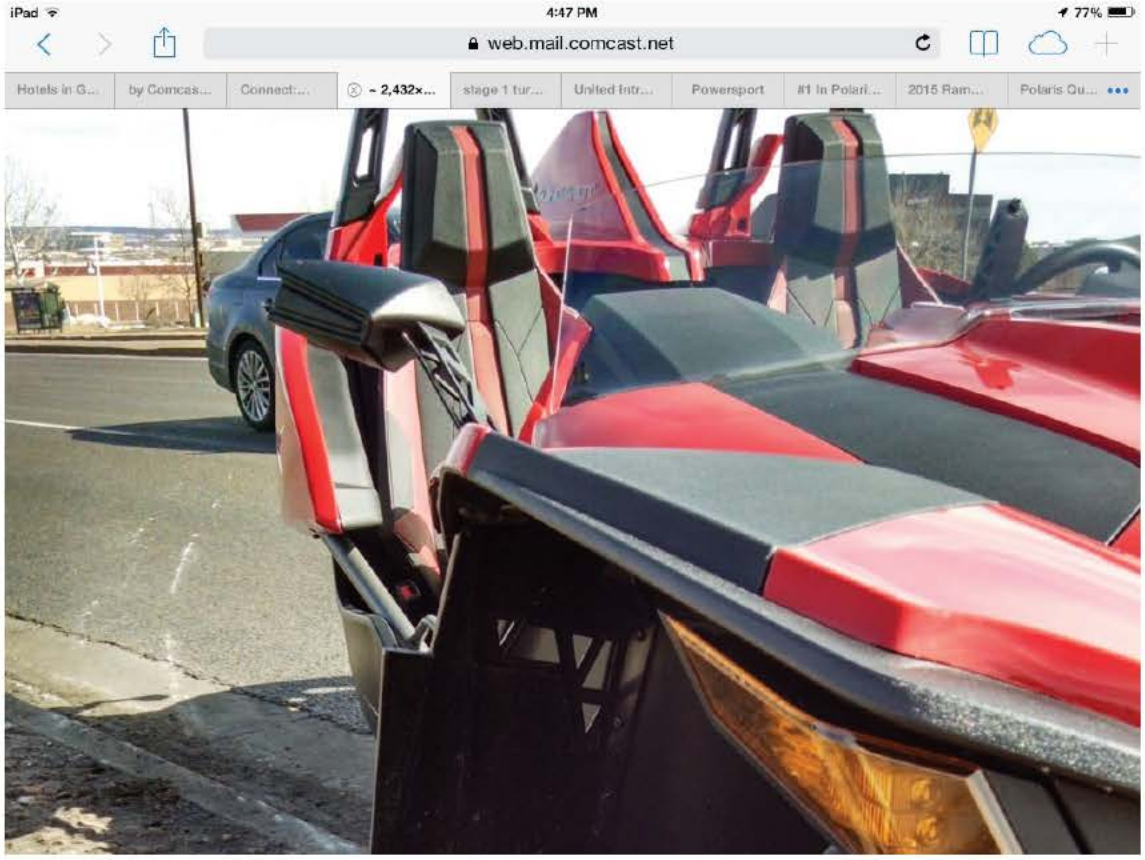
Joined: Jul 28, 2014
Messages: 1,242
Thanks Received: 357
Trophy Points: 148
Location: South Elgin

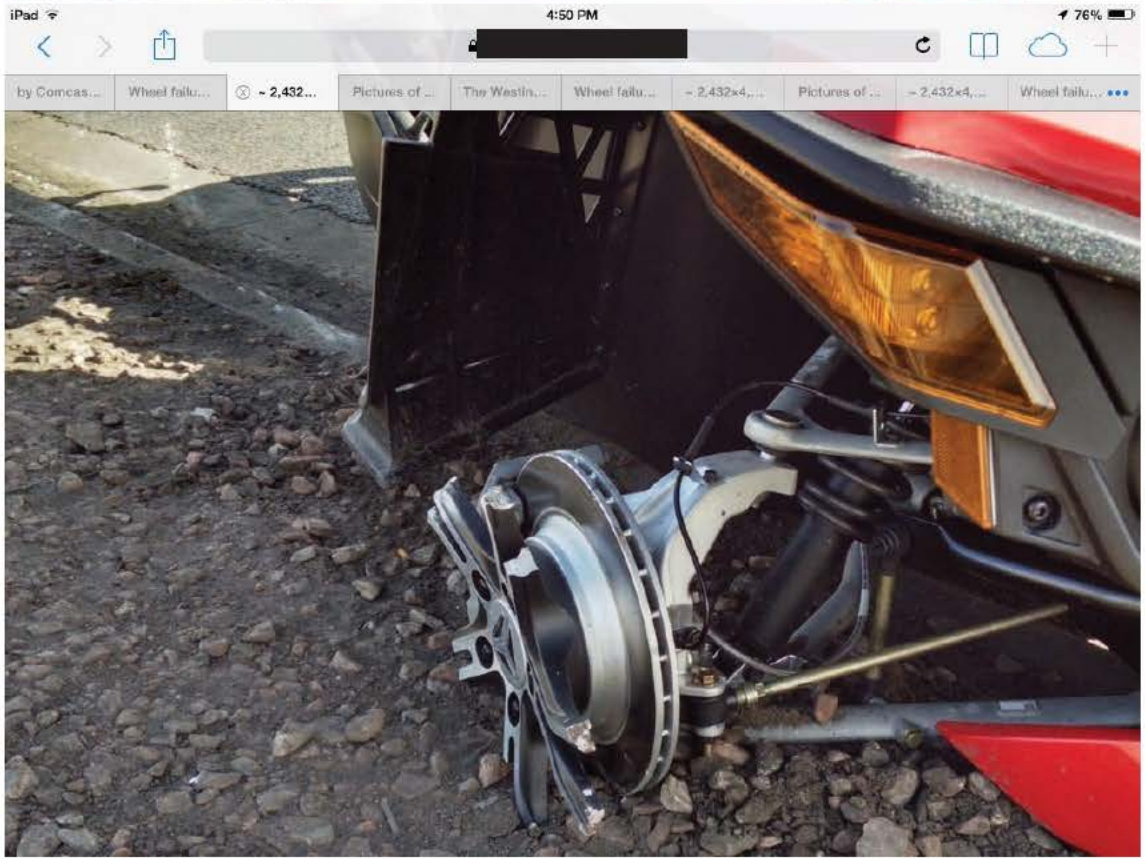
He must have been going really really fast after hitting that sinkhole to get up that half inch curb.

[redacted]

[redacted]

[redacted]





Funny x 1

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