



Polaris Industries Inc.
Product Development Center
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September 2, 2008

September 17, 2008 Revised

Revision made to 573.6. c.8 (estimated dates when owner notifications will start and end)

National Highway Traffic Safety Administration
Patricia Wallace, Office of Defects Investigation
1200 New Jersey Avenue, SE
Washington, D.C. 20590
T: (202) 366-5232
F: (202) 366-7882

Dear Ms. Wallace:

573.6 Defect Information Report

573.6.c.1.

Vehicle manufacturer's full name:

Polaris Industries Inc., Victory Motorcycle Division

Address:

2100 Highway 55
Medina, MN 55340-9800

573.6.c.2.

Vehicles potentially containing defect:

MY 2008 Victory Vision motorcycles.

Vehicle Identification Numbers:

A list of affected VINs is attached separately as Attachment c.2.

Inclusive dates of manufacture:

May 14, 2007 through May 7, 2008.

Basis for recall population:

All MY 2008 Victory Vision motorcycle models that have been produced.

573.6.c.3.

Total number of vehicles potentially containing defect:

A total of 2444 vehicles may contain this defect.

573.6.c.4.

Percentage of vehicles estimated to actually contain defect:

Victory estimates that approximately two to five percent of the manufactured units may have one of the defects being reported.

573.6.c.5.

Brief Summary:

Victory has determined that a defect may exist in the assembly of the 40-amp main circuit breaker which may cause an intermittent or nonexistent connection during vehicle operation. A poor connection at the 40-amp main circuit breaker could cause a lack of battery voltage to reach the Engine Control Module (ECM) and other electrically controlled components of the motorcycle.

Additionally, it has been determined that the ECM programming can be sensitive to unusual rider input (such as frequent throttle movement at stop-lights or sustained coasting with the clutch disengaged) and can cause the vehicle to die unexpectedly. The vehicle will immediately restart with the starter or by releasing the clutch (in the case of sustained coasting with the clutch disengaged).

Detailed description:

Victory has determined that some inconsistencies in proper torquing of the terminal nuts for the 40-amp main circuit breaker may have occurred during the manufacturing process. The improper assembly of the 40-amp main circuit breaker terminals can intermittently cause a loss of battery voltage at the ECM and other electrically controlled components. Assembly line procedures have been changed to eliminate this issue going forward.

If a poor terminal connection were to exist, the machine might exhibit an intermittent misfire or the engine may unexpectedly shut off. The lighting system of the vehicle may also display intermittent or no operation if this condition were to exist.

In the case of the ECM programming, Victory has determined that under unusual and specific rider inputs that the vehicle may die unexpectedly. This issue was not observed during pre-production testing since the rider inputs necessary to induce the issue are not part of normal driving habits. Our test riders did not operate the vehicles in the manner which could cause the issue.

573.6.c.6.

Chronology:

Victory is aware of twenty field reports involving a loose connection at the 40-amp main circuit breaker. The first field report was received in January of 2008, the second was received in February of 2008, the third report was received in March of 2008 and no reports were received in April of 2008 for this issue. Four reports were received in June of 2008, six in July of 2008 and three reports were received in August of 2008.

Victory has now determined that these twenty complaints are related and due to the main 40-amp circuit breaker. It was not apparent that these complaints were related and it was difficult to determine the root cause when the early reports came in for a variety of reasons.

First, existing Safety Recalls (Voltage Regulator Replacement and Ignition Switch Repair) are in place for some of the affected population. The symptoms associated with these recalls are similar to those resulting from the subject defect and were initially thought to be related to these original recalls.

Second, the failure can be very random and infrequent in nature in that a problem might be experienced one day and may not be able to be duplicated by the dealership technician and the customer may not experience the problem again for several weeks. In some instances the problem was reported to be repaired by replacing some component or completing one or both of the outstanding recalls, but the owner would experience the same problem at a later date.

Lastly, Victory received fifteen reports of the engine either dying at a stoplight where it was reported that the operator was frequently moving the throttle or during sustained deceleration with the clutch disengaged. These reports were received beginning in November of 2007 through July of 2008. This issue proved to be very difficult to isolate as it is dependent upon the rider's driving habits which are unusual. As specific rider inputs are needed to duplicate and understand the issue; the issue is very random in nature and tends to occur sporadically.

573.6. c.8.

Remedy program:

Victory will conduct a safety recall by which we will require our dealer network to properly torque the terminal lug nuts at the 40-amp main circuit breaker and to download new programming into the ECM.

All of the affected machines have been delivered to Victory's dealer network. For those machines that are still at dealers, those dealers will be required to perform the repairs prior to delivery to consumers.

Victory will contact consumers who have purchased one of the affected vehicles and instruct them to present their machines to an authorized Victory dealer so that the repairs can be made.

Estimated date on which notifications to Owners will begin:

September 15, 2008.

Revised: September 24, 2008

Estimated date on which notification will be completed:

September 22, 2008.

Revised: October 1, 2008

573.6.c.10.

Owner letter:

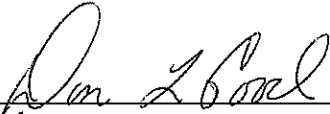
See attached Owner Notification letter.

573.6.c.11.

Manufacturer's campaign number:

V-08-03

Signed: _____



Date: _____

9-17-2008

Don L. Good

Product Compliance Specialist

Polaris Industries Inc.