

Part 573 Safety Recall Report

19V-750

Manufacturer Name : Polaris Inc.**Submission Date :** OCT 18, 2019**NHTSA Recall No. :** 19V-750**Manufacturer Recall No. :** T-19-01**Manufacturer Information :****Population :**

Manufacturer Name : Polaris Inc.

Number of potentially involved : 31,987

Address : 2100 Highway 55
Medina MN 55340

Estimated percentage with defect : NR

Company phone : 800-765-2747

Vehicle Information :

Vehicle 1 : 2015-2019 POLARIS SLINGSHOT

Vehicle Type : MOTORCYCLES

Body Style : OTHER

Power Train : GAS

Descriptive Information : Includes all MY15-19 Polaris Slingshot models. MY20 units have a different transformer and fuse architecture, and are not included in the population.

Production Dates : MAR 04, 2014 - AUG 02, 2019

VIN Range 1 : Begin :

NR

End : NR

☐ Not sequential**Description of Defect :**

Description of the Defect : Slingshot has determined that the electrical current requirements of the vehicle can exceed the design rating for the battery fuse holder terminals under certain vehicle conditions. Excess current can lead to terminal damage, resulting in a loss of forward and rear lighting, loss of gauges, and loss of power steering assist, which could increase the risk of a crash.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Loss of forward and rear lighting, loss of gauges, Loss of power steering assistance.

Description of the Cause : The electrical current requirements of the vehicle can exceed the design ratings for the battery fuse holder and chassis harness connector terminals under certain vehicle conditions. Excess current can lead to terminal damage creating intermittent electrical connections.

Identification of Any Warning that can Occur : Loss of electrical power, loss of power steering, check engine light, and accessories not working.

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

July 2019 : Review of warranty claims begins. Cases found not related to aftermarket accessories.

August 20, 2019: Escalation of issue begins in Engineering (connector details investigated, and temperature/ current draw testing began)

September 23, 2019: Testing complete, shows peak current exceeding capacity of connector in certain driving situations

September 30, 2019: Escalated to SQRC.

October 14, 2019: Escalated to ERC, Polaris determines recall is necessary.

Description of Remedy :

Description of Remedy Program : Polaris is instructing dealers to inspect the battery fuse block terminals installed in affected vehicles, and relocate the 50A Chassis fuse, as outlined in the repair instructions.

How Remedy Component Differs from Recalled Component : Not applicable.

Identify How/When Recall Condition was Corrected in Production : Not applicable. MY20 units have a different transformer and fuse architecture, and are not included in the population.

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : NOV 12, 2019 - NOV 12, 2019

Planned Owner Notification Date : OCT 22, 2019 - OCT 22, 2019

* NR - Not Reported