



SAFETY BULLETIN

Release Date: October 22, 2019

SLI

Communication #: T-19-01

Model Year(s): 2015-2019

— Confidential and Proprietary —

VERSION: R01 (October 22, 2019)

IMPORTANT STOP SALE SAFETY NOTICE!

Stop selling affected vehicles immediately until the repair procedure has been completed on affected units at your dealership. Federal law prohibits the sale of products subject to a recall. Selling such products could subject the seller to substantial penalties.

IMPORTANT

If you are working with a printed copy, please verify you have the most current version of this document.

SUBJECT: BATTERY FUSE BLOCK INSPECTION / CHASSIS FUSE RELOCATION

PURPOSE

Polaris Slingshot has determined that the vehicle's electrical current requirements may exceed the capability of the Battery Fuse Block terminals under certain conditions. Excess current may lead to terminal damage, resulting in a loss of forward and rear lighting, instrument cluster, or power steering assist, which could increase the risk of a crash.

Polaris is instructing dealers to inspect the Battery Fuse Block terminals installed in affected vehicles and relocate the 50A Main Chassis fuse, as outlined in the repair instructions.

AFFECTED MODELS

MODEL YEAR	MODELS	VEHICLE IDENTIFICATION NUMBER RANGE
2015 - 2019	S / SL / SLR / GT	Reference Unit Inquiry on the dealer website or the Service Communications list on the STOP site to look up affected VINs.

CUSTOMER NOTIFICATION

Dealers are required to review their sales records and make arrangements with customers for Bulletin completion. In addition to consumer units, dealers are required to correct any affected units in their inventory. Polaris will be mailing a notification letter to consumers affected by this Bulletin.

WARRANTY CLAIM PARTS INFORMATION

Bulletin parts are excluded from the standard RMA policy and cannot be returned. An Initial Recommended Order Quantity has not been provided for this bulletin. Use Quantity Ordered to Date and the Open VIN List from the STOP site to determine an order amount that's right for your dealership. For more details, refer to University of Polaris training course "Polaris Item Availability and Daily Ordering" and click on "Bulletin Ordering Training".

2015–2019 SLINGSHOT S / SL / SLR / GT	
Bulletin	T-19-01
Claim Type	SB (Service Bulletin)
Labor Allowance	0.5 hours (30 minutes)
Part Number / Description	2208580 (QTY 1) K-MAXIFUSE, 50A
Parts Availability	Limited quantities available
University of Polaris Video Training Required	Yes ¹

¹Polaris requires one person from a dealership to be certified before parts ordering may occur and two people from a dealership to be certified before warranty claims may be processed.

BULLETIN CONTACT LIST & SCHEDULING TOOL

A scheduling tool is available for dealers to keep a record of customers contacted and scheduled for this bulletin. This optional tool provides visibility for your dealership and will be helpful to track the status of scheduled service. For more information, log in to <http://www.universityofpolaris.com>.

COVERAGE PERIOD

Coverage will begin on 10/22/2019. This bulletin has no expiration date.

UNIVERSITY OF POLARIS TRAINING REQUIREMENT

Each member of your service department team must complete the training on University of Polaris prior to completing **ANY** work, or submitting **ANY** warranty claim for this Bulletin. You must complete the entire course on University of Polaris in order to get credit.

www.universityofpolaris.com

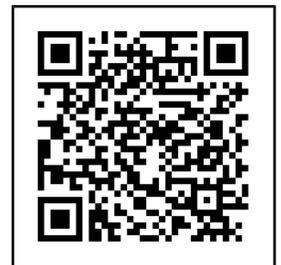
REPAIR AUDIT INFORMATION

IMPORTANT

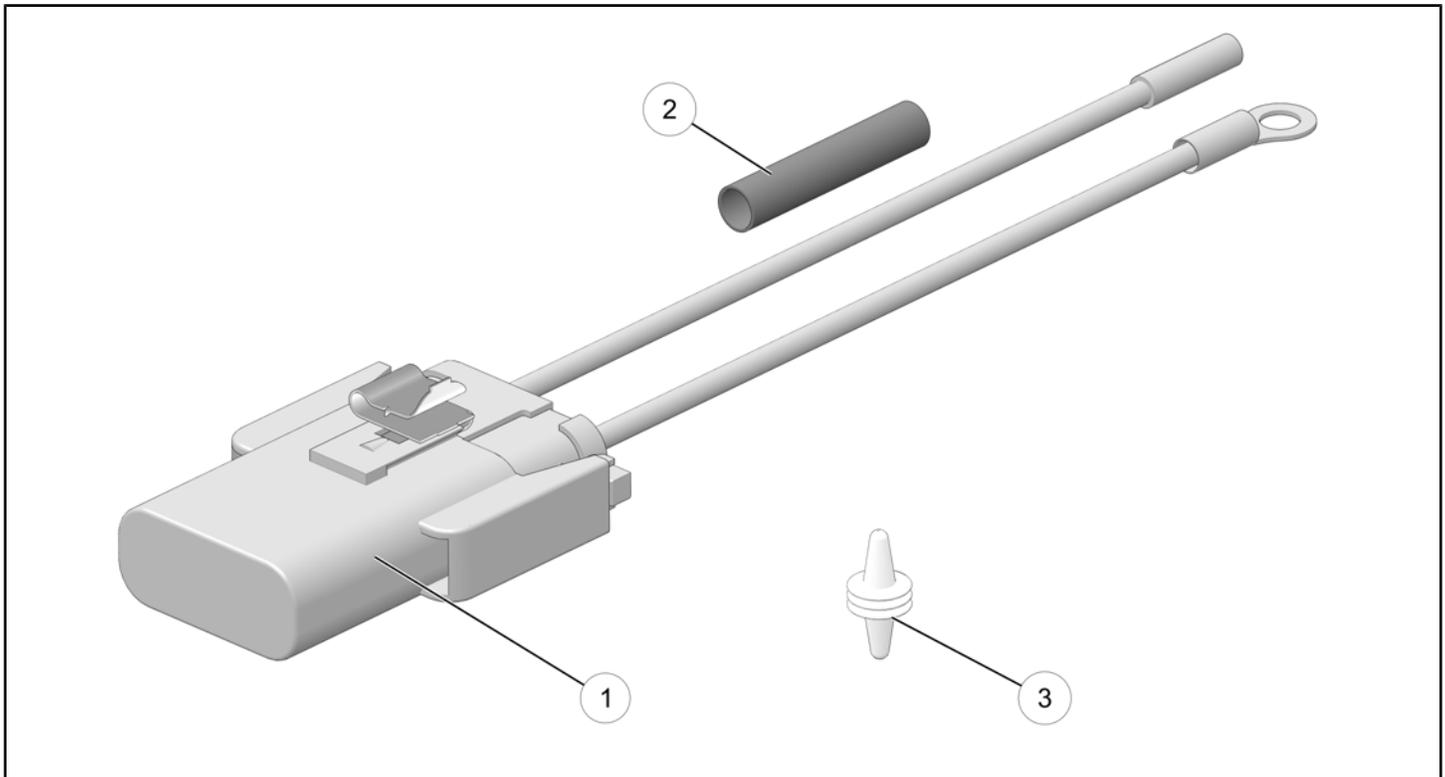
Several steps of this procedure require an audit by a service manager, owner, or lead technician that completed the bulletin training but did not complete the repair. Please note that there is **NOT** an associated Dealer Confirmation document that needs to be completed and retained by the dealer.

FEEDBACK FORM

A feedback form has been created for the technician to provide Polaris with an overall satisfaction rating for the instructions, provide comments on your experience or upload pictures/video. This feedback form is viewable on a mobile device by scanning the QR code or by clicking [HERE](#) if viewing this document electronically.



T-19-01 BATTERY FUSE BLOCK INSPECTION / CHASSIS FUSE RELOCATION
KIT CONTENTS (P/N 2208580)



REF	PART DESCRIPTION	PART NUMBER	QTY
①	ASM, Maxifuse, 50A	2415579	1
②	Tube, Heat Shrink	NA	1
③	Plug, Cavity	12059255	1
	Instructions	9931198	1

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TOOLS REQUIRED

- In-lb Torque Wrench
- T40 Socket Bit
- Small Flat Bladed Screwdriver
- Wire Cutter
- Wire Stripper
- Heat Gun
- Multi-Fuction Pliers
- 8 mm Socket
- 10 mm Socket
- Terminal Removal Tool (DELPHI 12094430) or similar
- Ratchet
- Torque Wrench
- Terminal Crimping Tool (Molex PN 64003–0100, Thomas & Betts WT112M, or equivalent)

IMPORTANT

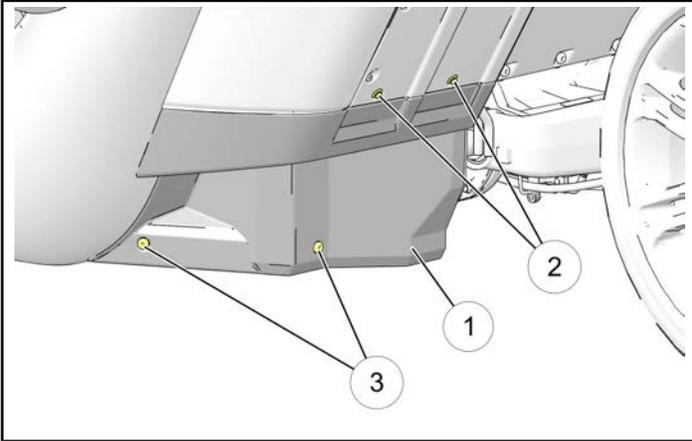
Do NOT use an insulated type crimping tool.



REPAIR PROCEDURE

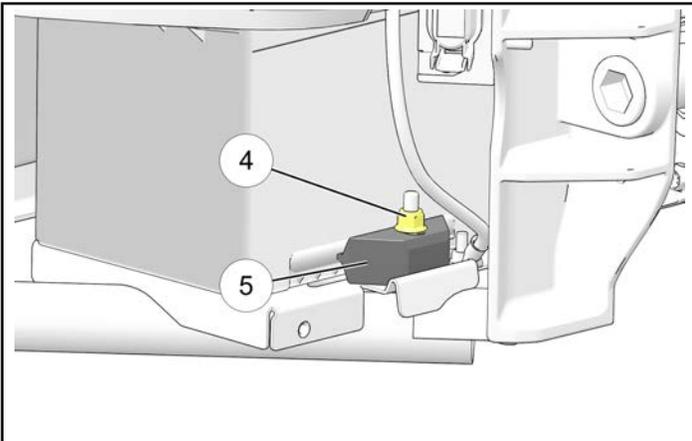
REMOVAL

1. Park vehicle on a flat and level surface. Keep transmission in gear. Set parking brake. Turn key to "OFF" position and remove from vehicle.
2. Remove the driver-side lower close out panel ① by removing the push rivets ② and T40 fasteners ③.



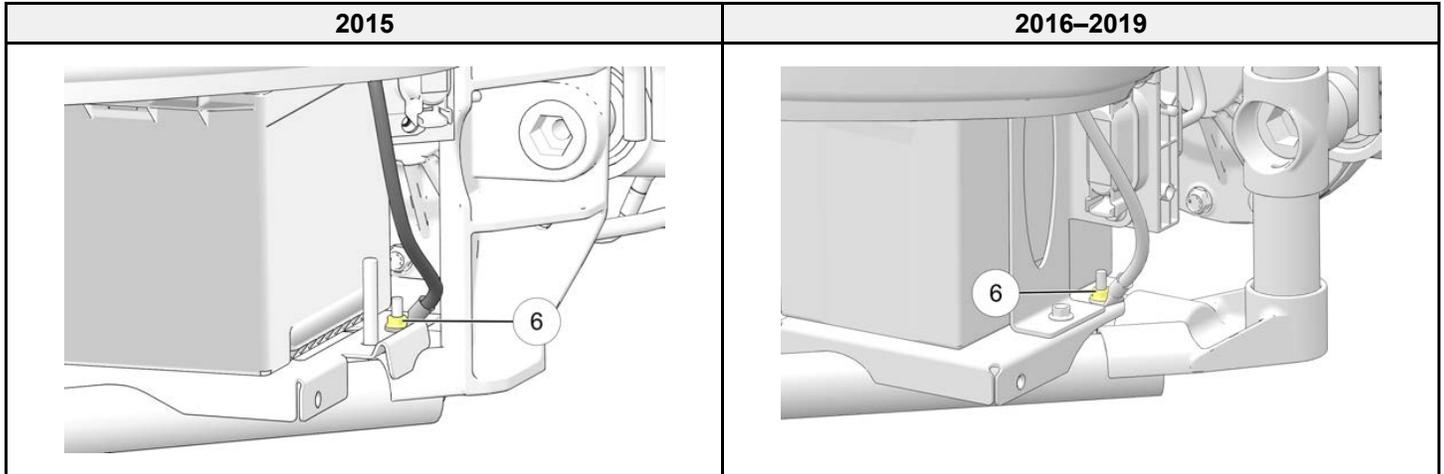
2015

- Remove the nut ④ and the battery retainer ⑤ from the stud.



ALL MODELS

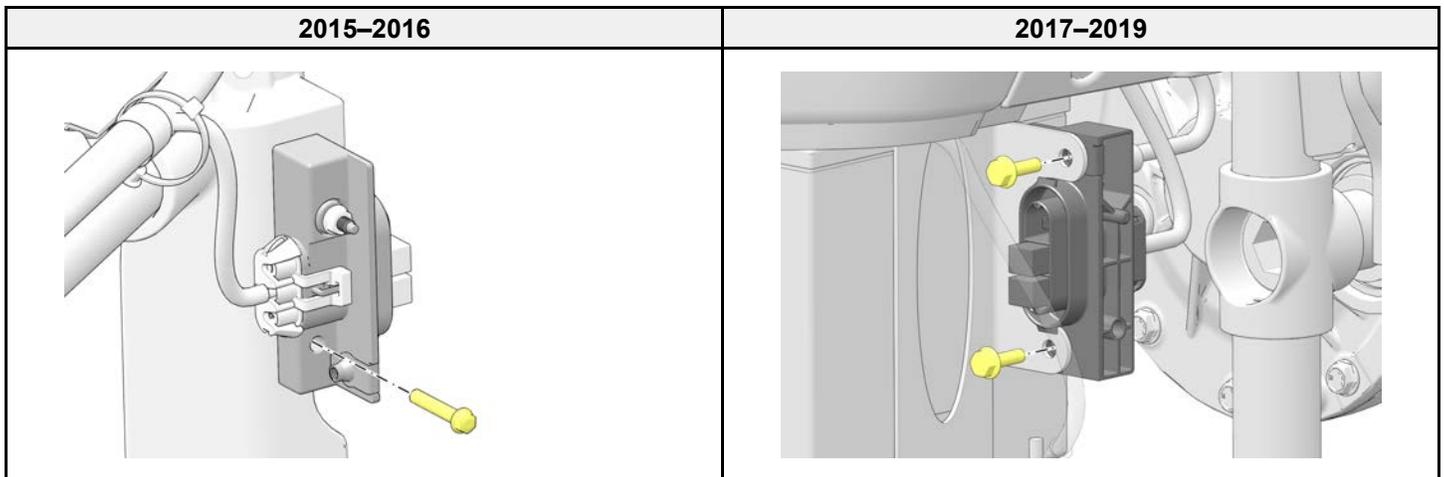
- Remove the nut ⑥ securing the negative (-) battery cable to chassis ground and remove cable eyelet from stud.



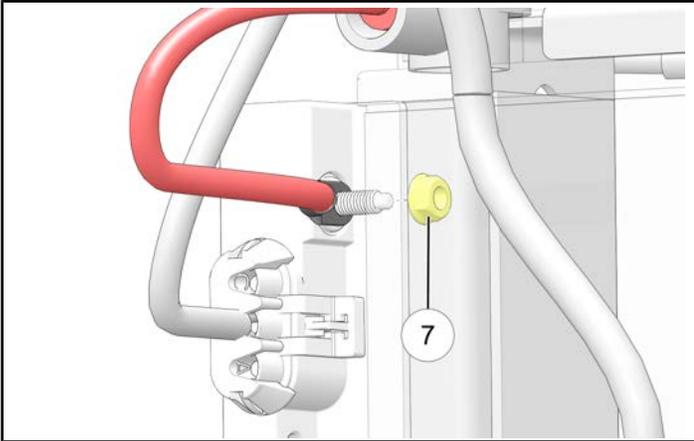
IMPORTANT

Wrap the negative (-) battery cable eyelet with black electrical tape to avoid ground contact.

- Remove Battery Fuse Block holder from mounting bracket.

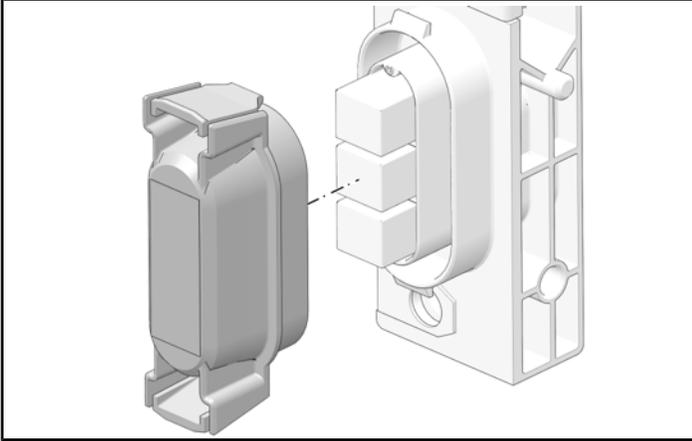


4. Remove positive battery terminal nut ⑦ from the back of the Battery Fuse Block and disconnect the battery cable. Move both cables so that they will not contact any metallic surface.

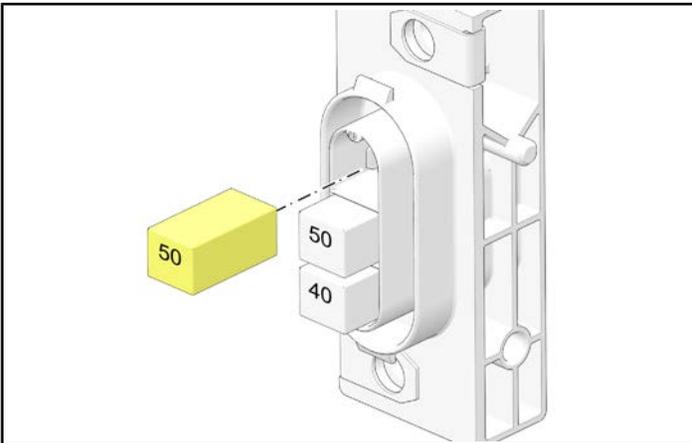


INSPECTION

1. Remove Battery Fuse Block cover from the Battery Fuse Block



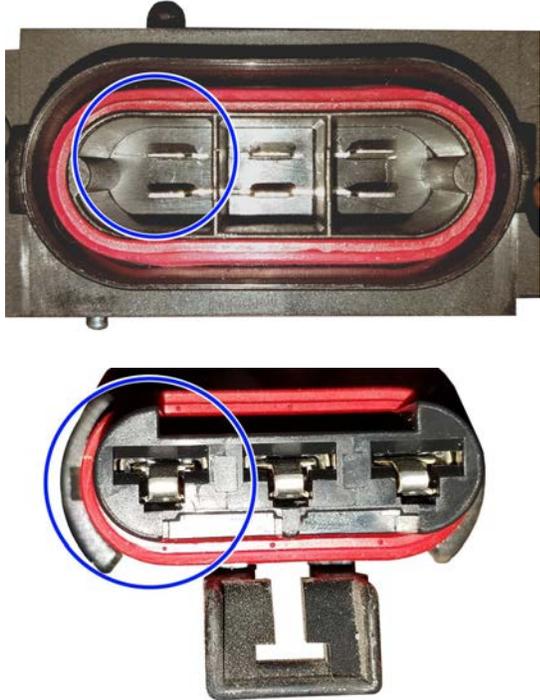
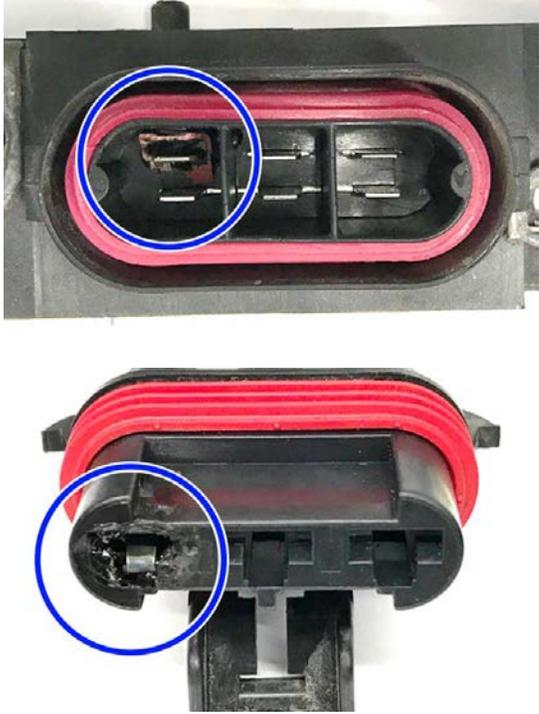
2. Remove the 50A Chassis (top) fuse and discard.



NOTICE

This fuse will not be reused.

3. Inspect the Battery Fuse Block interior and electrical connector for any signs of abnormalities due to heat damage.

DAMAGE IS NOT PRESENT	DAMAGE IS PRESENT
<p>Battery Fuse Block interior or Electrical Connector</p> 	<p>Battery Fuse Block interior or Electrical Connector</p>  <p>Do not allow the machine to be operated until you have repaired the machine as directed by Technical Service. If damage is present, do not file a warranty claim until directed by Polaris Technical Service.</p>

Damage = Any sign of heat damage in the Battery Fuse Block interior or to the electrical connector.

STOP!

- If damage **IS** present, take pictures of the damage and submit an ASK Polaris case for further instructions.
US/CAN: Submit an Ask Polaris Service & Warranty Question> All Vehicle Diagnostic case.
INT'L: Contact your Country Service Department.
- If damage is **NOT** present, proceed to the INSTALLATION section of this bulletin.

IMPORTANT — AUDIT STEP

A secondary dealer representative must ensure there is no damage to the Battery Fuse Block interior or Electrical Connector.

INSTALLATION

1. Disconnect the secondary locking clip from the battery fuse block connector.
2. Using a small screwdriver, remove secondary locking clip from back of the connector.



3. Using a pin removal tool, remove the red wire from "Position C". Insert the pin removal tool into the small, round release slot of the associated terminal until it releases the terminal retainer. Gently pull the wire out of the connector.



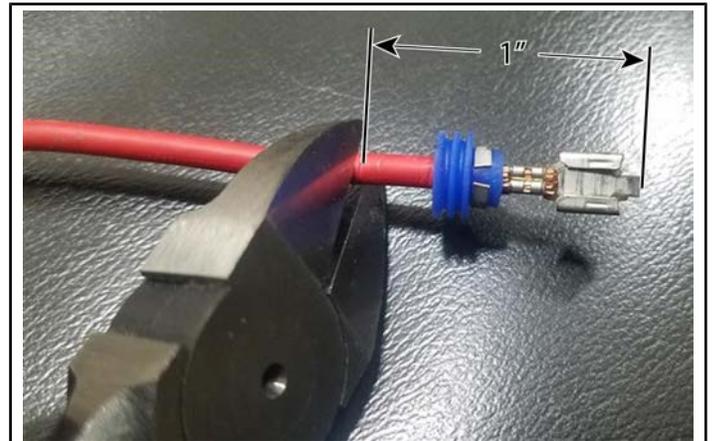
4. Install cavity plug into "Position C" and reinstall the rear secondary locking clip cover to the back of the connector.

IMPORTANT — AUDIT STEP

A secondary dealer representative must verify the correct "Position C" wire is removed and the cavity plug is inserted into the correct corresponding terminal.



5. Measure roughly ONE inch (1") from the end of the connector. Using a Wire Cutter, snip off the connector end of the red wire that was removed from "Position C" as shown.



6. Using a Wire Stripper, remove approximately 10 mm (3/8 inch) of insulation from the "Position C" wire.
7. If removed, slide the heat shrink tube onto the Maxifuse wire before crimping.
8. Insert the 10 mm (3/8 inch) of the "Position C" wire into the Maxifuse wire crimp.

9. Crimp the wires using Terminal Crimping Tool (Molex PN 64003-0100, Thomas & Betts WT112M, or equivalent).



10. Lightly pull on each side of the crimps to ensure the wires do not move inside the crimp barrels.



IMPORTANT — AUDIT STEP

A secondary dealer representative must ensure that the wires do not move when lightly pulled from each side of the crimp.

11. Slide the heat shrink tube over the center of the splice.

12. Using a heat gun, evenly apply approximately 250° F (120° C) to the heat shrink until the adhesive weeps out both ends as shown.



IMPORTANT

Do not use a torch

13. Insert the Maxifuse wire ring terminal through the red fuse block boot.

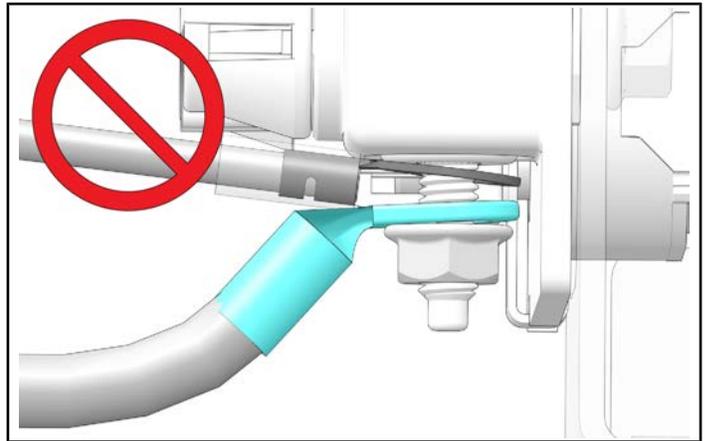
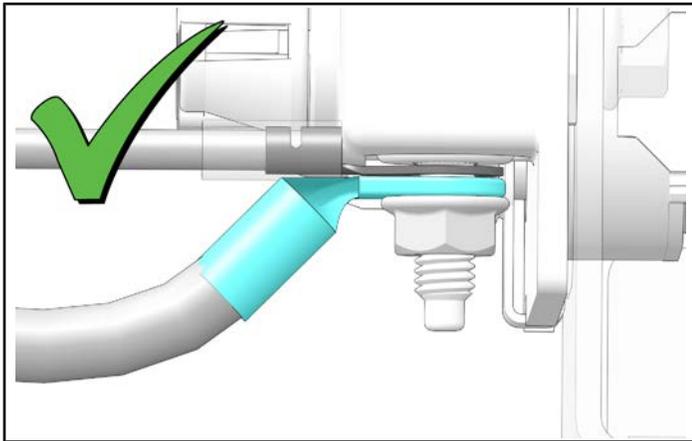


NOTICE

The inside of the battery boot may need to be lubricated with silicone dielectric grease to aid in installation.

14. Orientate the new ring terminal so the flat sides of terminals are mated under the battery cable. Install both positive terminal rings to the battery fuse block.

Torque nut to specification. Slide the red terminal boot over the terminals.



TORQUE

Battery Fuse Block Positive Terminal Nut:
84 in-lbs (9 N·m)

15. Mount new Maxi fuse holder to existing battery fuse block holder as shown.

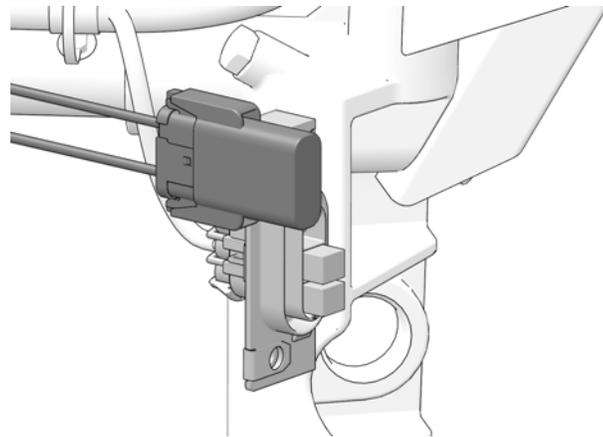
NOTICE

2015–16 Models:

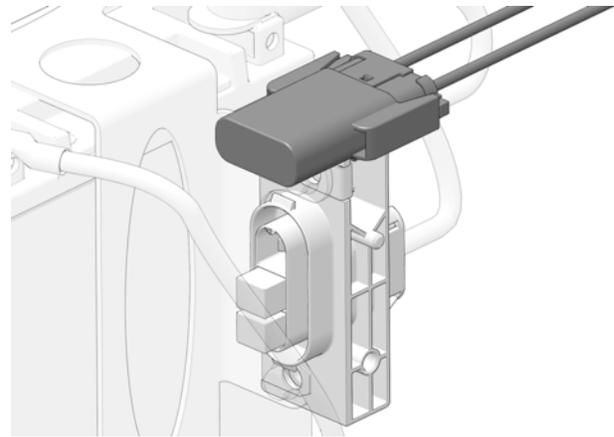
The base of the metal clip will need to be bent 90° to accommodate clearance for the battery fuse block cover installation.



2015–2016

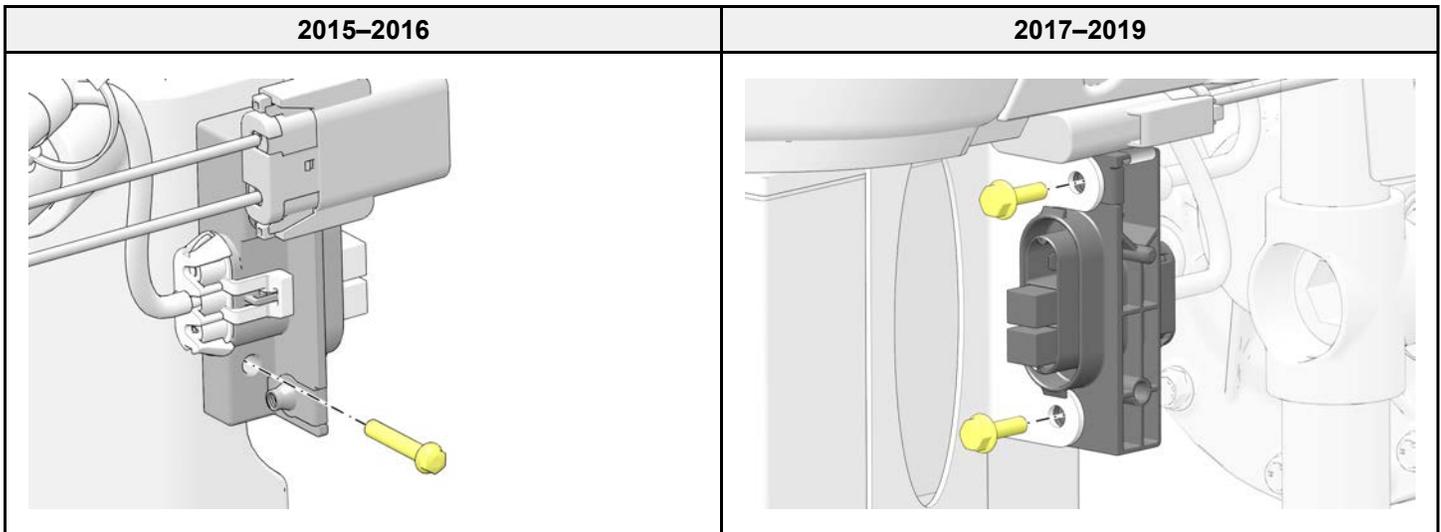


2017–2019



16. Using a black permanent marker, black out the original 50A chassis fuse decal square on the battery fuse block decal.

17. Reinstall battery fuse block fuse holder to original mounting bracket and torque fasteners to specification.

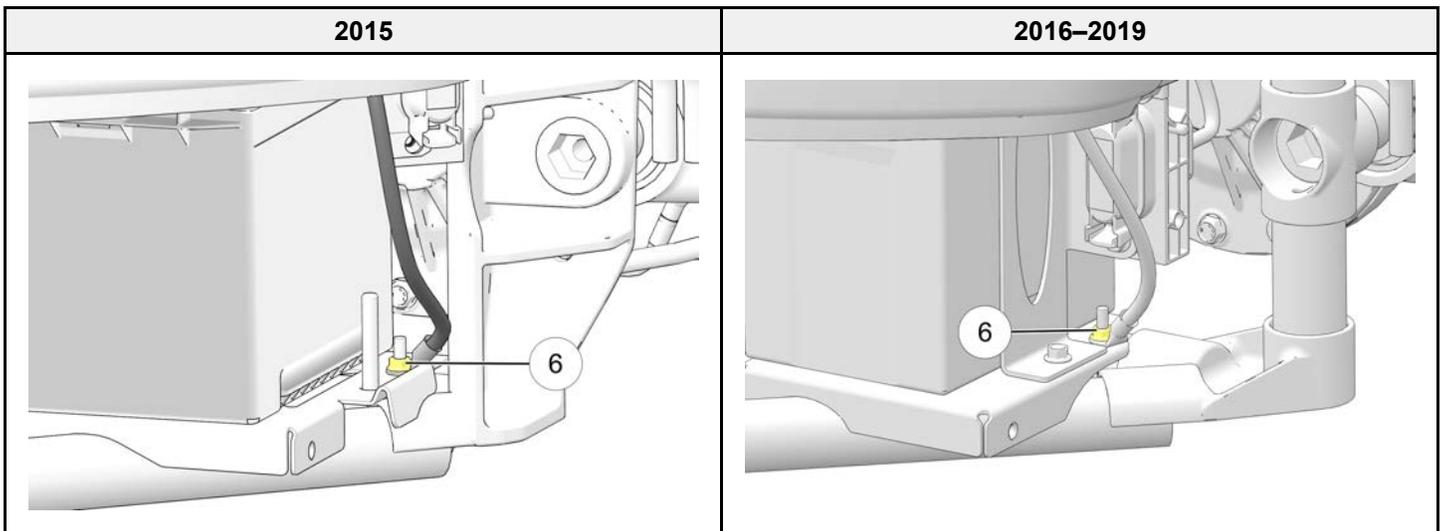


TORQUE
 Battery Fuse Block Holder Fastener(s):
36 in-lbs (4 N·m)

18. Re-install battery fuse block cover.

ALL MODELS

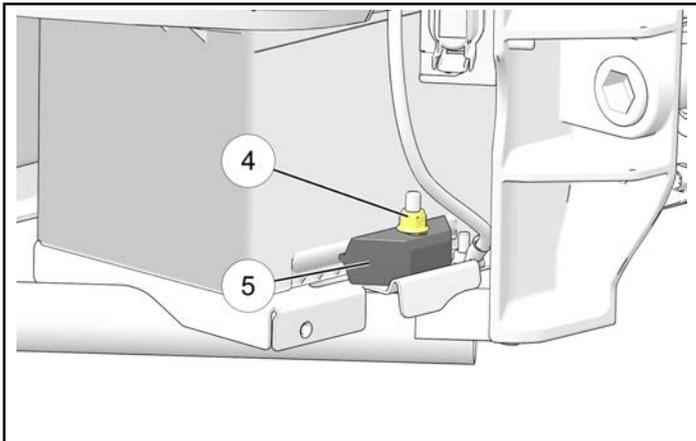
- Install ground cable eyelet and nut ⑥ securing the negative battery cable to chassis ground. Torque nut to specification.



TORQUE
 Negative Battery Terminal Fasteners:
84 in-lbs (9 N·m)

2015

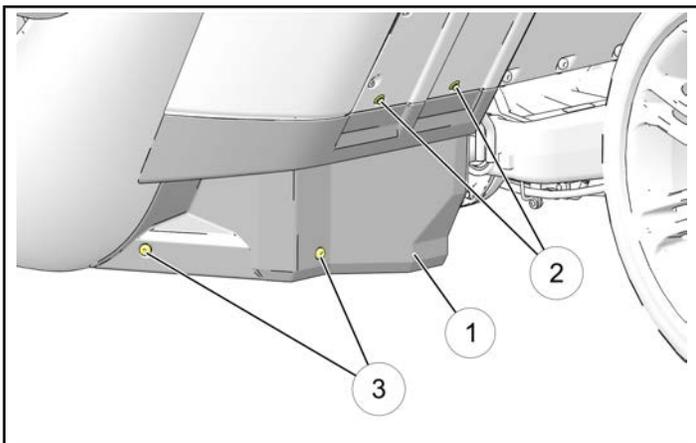
- Install the battery retainer ⑤ and nut ④ securing the battery to the battery box. Torque nut to specification.



TORQUE

Battery Retainer Nut:
84 in-lbs (9 N·m)

17. Install the driver-side lower close out panel ① by installing the push rivets ② and T40 fasteners ③. Torque fasteners to specification.



TORQUE

Side Panel Fasteners:
36 in-lbs (4 N·m)

18. Field test the vehicle before putting into service. Verify no MIL indicator lights are present and proper operation of the vehicle electrical systems (headlights, radio etc.)
19. File Bulletin T-19-01.


SLINGSHOT
Slingshot Division
Polaris Inc.
P.O. Box 47700
Medina, MN 55340-9960

IMPORTANT SAFETY RECALL

This notice applies to your vehicle
Recall Campaign: 19V750 – Battery Fuse Block / Chassis Fuse
Subject: 2015-2019 Slingshot S / SL / SLR / GT
Battery Fuse Block Inspection & Chassis Fuse Relocation
PLEASE READ IMMEDIATELY

VIN T-19-01

FIRST NAME LAST NAME
ADDRESS
CITY, ST ZIP

Dear Slingshot Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Our records indicate you have purchased an affected vehicle.

The reason for this recall:

Polaris Slingshot has determined that the vehicle's electrical current requirements may exceed the capability of the battery fuse block terminals under certain conditions. Excess current may lead to terminal damage, resulting in a loss of forward and rear lighting, instrument cluster, or power steering assist, which could increase the risk of a crash.

What you should do:

Contact your authorized Slingshot dealer to schedule an appointment to have the bulletin repairs performed. Do not attempt repairs yourself. Repairs must be done only by an authorized Slingshot dealer. The repair may take approximately 30 minutes. When making contact with your dealer, discuss parts availability, their schedule and how long they will need to keep your vehicle.

What your dealership will do:

Slingshot has issued a Safety Recall to all Slingshot dealers, with the appropriate instructions to inspect the Battery Fuse Block terminals and relocate the chassis fuse. Repairs will be made at an authorized Slingshot dealer at no cost to you.

This notice was mailed to you according to our most current registration information. If you no longer own this vehicle, or if some of the contact information in this notice is incorrect, please contact your local Slingshot dealer to complete a transfer of ownership. Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within 10 days.

If you need assistance contacting or locating a Slingshot dealer, or if you have questions your Slingshot dealer is not able to address, you may contact our Polaris Owner Connections Department at 1-855-863-2284, scan the QR code, or go to www.polaris.com/en-us/contact/.

If you believe that the Slingshot Division of Polaris Inc. has failed to remedy this defect without charge or is unable to do so within a reasonable time, you may submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington, D.C. 20590; or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or on the web go to www.safercar.gov.



We apologize for this inconvenience and assure you that we are committed to customer satisfaction and providing world class products for riders to enjoy.

Sincerely,

Polaris On-Road Vehicles

For the latest updates to this safety recall, or to check if your vehicle is part of another safety recall, scan the QR code, or go to www.polaris.com/en-us/on-road-recalls/.