



TEAM TIP

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Model Year(s): 2025

VERSION: R01 (February 13, 2025)

Revision	Release Date	Update
R01	02/13/2025	Initial Team Tip Release
<i>If you are working with a printed copy, please verify you have the most current version of this document.</i>		

SUBJECT: 2025 POWERPLUS TECHNICAL DETAILS

PURPOSE

This Team Tip highlights technical information and any recommended actions for Model Year 2025 Indian Challenger, Pursuit, Chieftain PowerPlus and Roadmaster PowerPlus models.

AFFECTED MODELS

MODEL YEAR	MODELS
2025	Challenger
	Pursuit
	Chieftain PowerPlus
	Roadmaster PowerPlus

TECHNICAL INFORMATION

STARTUP LIGHTS

Some lights may be illuminated or slowly flashing on the tachometer gauge before operation.

Digital and Analog Instrument Cluster

- **Oil pressure** light is on steady any time the motorcycle is powered on and the engine is not running.

Oil Pressure



- **Anti-Lock Brake System (ABS)** light is on and slowly flashing until you reach 5 mph.

ABS Not Activated



- **Traction Control (TC)** light is on and slowly flashing until you reach 5 mph.

Traction Control



NOTICE

This is normal operation of the motorcycle. ABS and TC lights have transitioned from being illuminated at power up to now slowly flashing, notifying the user they are active but not enabled yet.

DIAGNOSTIC TROUBLE CODES

Below is a list of possible nuisance trouble codes, how to diagnose, why they happen and a possible resolution.

NOTICE

The described codes may clear on their own, however some may require Digital Wrench II to clear. Other codes may not permanently clear. These codes do NOT require any further troubleshooting beyond what is described in this Team Tip. If the fault codes described below persist, contact Ask Polaris.

NOTICE

A “**Power Cycle**” is defined as powering on the motorcycle fully (does not need to be started) and then power off.

DISPLAY RESET

Concern: While the motorcycle is powered on and the RIDE COMMAND display (settings) button is held for 5 seconds to force a reboot, the chassis fault light and ABS light may illuminate until the reboot is completed.

Potential Diagnostic Trouble Codes:

- B1031: Seat Controller CAN Data Error
- C114F: Advanced Driver Assistance Systems Feature Status Abnormal Update Rate
- C2364: Switch Status Message Abnormal Update Rate
- U1055: ABS Communications Receive Error
- U1407: pOSS2 CAN Message Missing

Potential Cause: The RIDE COMMAND display discontinues CAN messaging during reboot until the process is complete.

Troubleshooting and Resolution: Allow the RIDE COMMAND display to fully reboot.

POWER CYCLE

Concern: The motorcycle is power cycled by the rider before coming to a complete stop, causing the ABS light and TC light to illuminate and a Mid-Range Radar (MRR) warning to be displayed on the RIDE COMMAND display. During this time, cornering ABS and TC will not be operational; however, straight-line ABS and TC will still function.

Potential Diagnostic Trouble Codes:

- C006A: IMU Improper Mounting
- U25D4: Rear Radar Communications Receive Error

Potential Cause: The ABS initializes to dynamic (moving) Inertial Measurement Unit (IMU) data during power-up, causing unexpected error values. This may also lead to MRR trouble codes due to the ABS error values.

Troubleshooting and Resolution: Power cycle the motorcycle. Advise the rider not to power cycle the bike while it is still moving to avoid this issue.

QUICK ENGINE RESTART

Concern: The motorcycle engine is shut off and immediately restarted by the rider, causing an MRR warning to briefly appear on the RIDE COMMAND display. This may also occur if the engine starts but quickly stalls, prompting the rider to re-engage the starter.

Potential Diagnostic Trouble Codes:

- C1063: System Voltage Out of Range

Potential Cause: The MRR low voltage detection remains active from the previous engine cycle and detects a voltage drop on the next start attempt, causing this fault.

Troubleshooting and Resolution: Power cycle the motorcycle.

POWER CYCLE WITH 3-7 SECOND RANGE

Concern: The motorcycle is powered off and then powered back on after 3-7 seconds, causing the chassis fault light and ABS light to illuminate until the RIDE COMMAND is fully powered up.

Potential Diagnostic Trouble Codes:

- B1031: Seat Controller CAN Data Error
- C114F: Advanced Driver Assistance Systems Feature Status Abnormal Update Rate
- C2364: Switch Status Message Abnormal Update Rate
- U1055: ABS Communications Receive Error
- U1407: pOSS2 CAN Message Missing

Potential Cause: The RIDE COMMAND display discontinues CAN messaging during reboot until the process is complete.

Troubleshooting and Resolution: Allow the RIDE COMMAND display to fully reboot.

E-PRELOAD FAULT AFTER LEARN PROCEDURE

Concern: The motorcycle engine is started, or the system voltage drops before the electronic shock preload reaches the targeted user setting after performing a shock preload calibration, causing the chassis fault light to illuminate.



Potential Diagnostic Trouble Codes:

- C10B1: Suspension Position Signal Counter Error

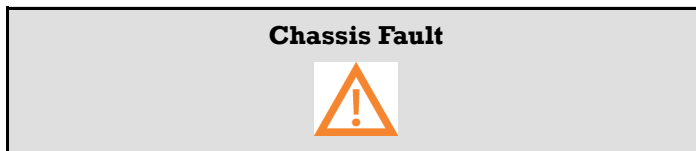
Potential Cause: The system voltage drops below 9V (likely during engine cranking), causing the Vehicle Control Module (VCM) to incorrectly interpret electronic shock preload values.

Troubleshooting and Resolution: Perform an electronic shock preload calibration via the RIDE COMMAND display and allow the process to fully complete.



E-PRELOAD FAULT FOR LOSS OF CALIBRATION

Concern: The electronic shock preload value may be misinterpreted by the motorcycle, causing the chassis fault light to illuminate.



Potential Diagnostic Trouble Codes:

- C10B0: Suspension Position Out of Calibration

Potential Cause: The VCM incorrectly interprets electronic shock preload values.

Troubleshooting and Resolution: Perform an electronic shock preload calibration via the RIDE COMMAND display and allow the process to fully complete.



DELAYED BOOTUP OF IMU

Concern: The motorcycle is powered on and the IMU fails to initialize, causing the ABS light and TC light to illuminate and an MRR warning to be displayed on the RIDE COMMAND display. During this time, cornering ABS and TC will not be operational; however, straight-line ABS and TC will still function.

Potential Diagnostic Trouble Codes:

- C006A: IMU Sensor Signal Integrity Failure
- U25D4: Rear Radar Communications Receive Error

Potential Cause: The ABS module did not receive IMU initialization data when expected and times out. This may also cause the MRR to fault out due to ABS error values.

Troubleshooting and Resolution: Power cycle the motorcycle.

RIDE COMMAND NUISANCE CODES

Concern: The diagnostics menu in the RIDE COMMAND screen displays “Unknown Error” trouble codes that may not clear with a power cycle or Digital Wrench. **There will be no warning lights present.**

Potential Diagnostic Trouble Codes:

- Any Unknown Error reported by SrcAddr:11

Potential Cause: The RIDE COMMAND display erroneously shows trouble codes that have no impact on motorcycle operation.

Troubleshooting and Resolution: Power cycle the motorcycle. Continue to safely operate the motorcycle and disregard the trouble codes.

BRAKE MONITORING TROUBLE CODES

Concern: The motorcycle may falsely detect a brake light status error while the engine is running, causing the chassis fault light to briefly illuminate.

Potential Diagnostic Trouble Codes:

- P1558 – Function Monitoring Brake Error

Potential Cause: The ECM may erroneously display a fault that has no impact on motorcycle operation.

Troubleshooting and Resolution: Power cycle the motorcycle. Continue to safely operate the motorcycle and disregard the fault.

External Email Think Before You Click.



Date: February 13, 2025
ATTN: All Service Personnel
Subject: Team Tip I-25-02-01 Released

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Review the Team Tip for more information.

[View I-25-02-01 Team Tip](#)

Affected Units

2025 Challenger, Pursuit, Chieftain PowerPlus, Roadmaster PowerPlus

Please contact Indian Motorcycle Service by phone at 800-330-9407 or through Ask Polaris with any questions or concerns.

Thank you for your attention.

Sincerely,

- Indian Motorcycle Service