



2100 Highway 55
Medina, MN 55340
763-540-0500

Stephen Berg
(651) 408-7034
Stephen.Berg@polaris.com

Full Chronology for 18V531 – Polaris Recall T-18-03

9/19/2017 – Polaris receives opening resume from NHTSA indicating the opening of a Preliminary Evaluation (PE17-005) in response to Vehicle Owners Questionnaire (VOQ) #10981465, relating to a Model Year 2015 Slingshot vehicle. Per the ODI resume, this PE was “opened to determine if a defect in the seatbelts installed on the subject vehicles allows [the seatbelts] to release and prevent [the seatbelts] from properly restraining the occupants during a crash.”

9/29/2017 – Polaris receives an Information Request (IR) from NHTSA

11/2017 – Polaris submits responses to the IR. 2/2018 – Pursuant to NHTSA’s requests, Polaris provides exemplar used retractor and additional information including the incident vehicle to NHTSA.

3/2018 – Pursuant to NHTSA’s request, Polaris provides exemplar new retractors to NHTSA.

4/2018 – NHTSA ODI indicates potential finding of defect based on testing conducted at VRTC that indicated a potential for the belt to translate out of the T-slot retention channel during a significant lateral-impact collision, resulting in the application of a lateral load to the retractor spool and potentially in the separation and failure of the retractor. Polaris technical staff meets with NHTSA to discuss the matter.

5/15/2018 – Polaris and NHTSA discuss pass/fail criteria for relevant testing and agree that, while the vehicle is not subject to FMVSS 214, the performance standards expressed in that provision will be used as reference to test the performance of the retractor during a side impact.

6-7/2018 – Polaris conducts collaborative dynamic testing using FMVSS 214 requirements as reference and reviews results with NHTSA (continued in comments to NHTSA Staff)

8/2018 – As a result of continued discussion with NHTSA, Polaris determines that a change in the frame design on 2017 and newer model year subject vehicles results in higher stresses being imparted on the seatbelt during a side impact at the speeds reflected in FMVSS 214. This additional stress may cause the seatbelt retractor to fail, which may prevent the seatbelt from properly restraining an occupant during a crash at this speed. Polaris agrees to file under Part 573. Testing demonstrated that the additional stresses do not occur on seatbelts installed on 2016 and older model year vehicles.