

## SAFETY

### Safety Warnings

#### Turning Improperly

Turning improperly could cause loss of traction, loss of control, accident or overturn. Always follow proper procedures for turning as described in the owner's manual.

Avoid sharp turns. Never turn while applying heavy throttle. Never make abrupt steering maneuvers. Practice turning at slow speeds before attempting to turn at faster speeds.

#### Physical Control of the Vehicle

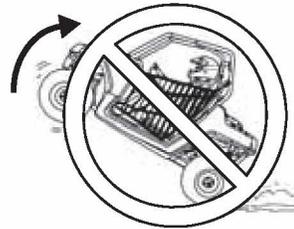
Removing hands from the steering wheel or hand hold or removing feet from the floor while riding increases the risk of loss of control and accident or overturn.

The operator should always keep both hands on the steering wheel during operation. A passenger should always be seated in the passenger seat with seat belt secured, with both feet on the floor and with both hands securely grasping the passenger hand hold.

*Always keep hands and feet inside the vehicle at all times.*

#### Jumps and Stunts

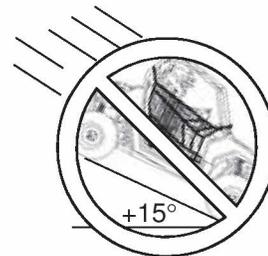
Exhibition driving increases the risk of an accident or overturn. DO NOT do power slides, "donuts", jumps or other driving stunts. Avoid exhibition driving.



#### Descending Hills Improperly

Improperly descending a hill could cause loss of control or overturn. Always follow proper procedures for traveling down hills as described in the owner's manual.

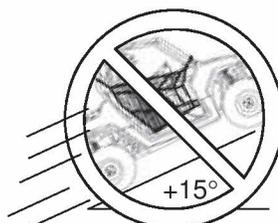
- Always descend a hill with the transmission in forward gear. Never descend a hill with the transmission in neutral.
- Always check the terrain carefully before descending a hill.
- Never travel down a hill at high speed.
- Avoid traveling down a hill at an angle, which would cause the vehicle to lean sharply to one side. Travel straight downhill.



# SAFETY

## Safety Warnings Improper Hill Climbing

Improper hill climbing could cause loss of control or overturn. Use extreme caution when operating on hills. Always follow proper procedures for hill climbing as described in the owner's manual. See page 56.



## Crossing Hillside

Driving on a sidehill is not recommended. Improper procedure could cause loss of control or overturn. Avoid crossing the side of any hill unless absolutely necessary.

If crossing a hillside is unavoidable, always follow proper procedures as described in the owner's manual. See page 57.

## Stalling While Climbing a Hill

Stalling or rolling backwards while climbing a hill could cause an overturn. Maintain a steady speed when climbing a hill.

*If you lose all forward speed:*

Apply the brakes gradually until the vehicle is fully stopped. Place the transmission in reverse and slowly allow the vehicle to roll straight downhill while applying light brake pressure to control speed.



## Operating in Unfamiliar Terrain

Failure to use extra caution when operating on unfamiliar terrain could result in an accident or overturn.

Unfamiliar terrain may contain hidden rocks, bumps, or holes that could cause loss of control or overturn.

Travel slowly and use extra caution when operating on unfamiliar terrain. Always be alert to changing terrain conditions.

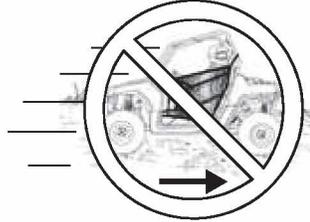


## Safety Warnings

### Operating Improperly in Reverse

Improperly operating in reverse could result in a collision with an obstacle or person. Always follow proper operating procedures as outlined in this manual. See page 60.

Before shifting into reverse gear, always check for obstacles or people behind the vehicle. When it's safe to proceed, back slowly.



### Improper Tire Maintenance

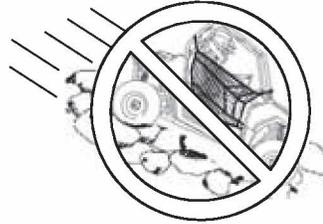
Operating this vehicle with improper tires or with improper or uneven tire pressure could cause loss of control, accident or overturn.

Always use the size and type of tires specified for your vehicle. Always maintain proper tire pressure as described in the owner's manual and on safety labels.

### Operating on Slippery Terrain

Operating on excessively rough, slippery or loose terrain could cause loss of traction, loss of control, accident or overturn.

Do not operate on excessively rough, slippery or loose terrain. Always use extra caution on rough, slippery or loose terrain.



## SAFETY

### Safety Warnings

#### Operating Over Obstacles

Improperly operating over obstacles could cause loss of control or overturn.

Before operating in a new area, check for obstacles. Never attempt to operate over large obstacles such as rocks or fallen trees. Always follow the proper procedures outlined in this manual when operating over obstacles.



#### Skidding or Sliding

Skidding or sliding can cause loss of control or overturn (if tires regain traction unexpectedly). Always follow proper procedures for operating on slippery surfaces as described in the owner's manual.

When operating on slippery surfaces such as ice or loose gravel, reduce speed and use extra caution to reduce the chance of skidding or sliding.

Do not operate on excessively slippery surfaces.

#### Operating Through Water

Operating through deep or fast-flowing water can cause loss of traction, loss of control, overturn or accident. Never operate in fast-flowing water or in water that exceeds the recommended maximum depth.

Always follow proper procedures for operating in water as described in the owner's manual.

Wet brakes may have reduced stopping ability. After leaving water, test the brakes. Apply them lightly several times while driving slowly. The friction will help dry out the pads.

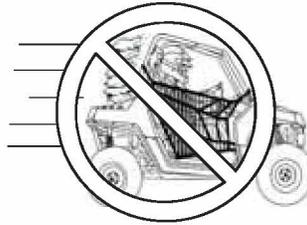


## Safety Warnings

### Improper Cargo Loading

Overloading the vehicle or carrying cargo improperly may cause changes in stability and handling, which could cause loss of control or an accident.

- Always follow the instructions in the owner's manual for carrying cargo.
- Never exceed the stated load capacity for this vehicle.
- Cargo should be properly distributed and securely attached.
- Reduce speed when carrying cargo. Allow a greater distance for braking.



### Operating on Frozen Bodies of Water

Severe injury or death can result if the vehicle and/or the operator fall through the ice. Never operate the vehicle on a frozen body of water unless you have first verified that the ice is sufficiently thick to support the weight and moving force of the vehicle, you and your passenger, and your cargo, together with any other vehicles in your party. Always check with local authorities and residents to confirm ice conditions and thickness over your entire route. Vehicle operators assume all risk associated with ice conditions on frozen bodies of water.



### Operating a Damaged Vehicle

Operating a damaged vehicle can result in an accident with serious injury or death. After any overturn or accident, have a qualified service dealer inspect the entire vehicle for possible damage, including (but not limited to) brakes, throttle and steering systems.

## Safety Warnings

### Handling Gasoline

Gasoline is highly flammable and is explosive under certain conditions. Always exercise extreme caution whenever handling gasoline.

- Always stop the engine when refueling.
- Always refuel outdoors or in a well ventilated area.
- Remove flammable material containers from the box before filling.
- Do not smoke or allow open flames or sparks in or near the refueling area or where gasoline is stored.
- Never refuel while a person is in the vehicle.
- Do not over fill the tank. Do not fill the tank neck.
- If gasoline spills on your skin or clothing, immediately wash it off with soap and water and change clothing.

### Refueling

Always turn off the engine before refueling. Make sure the refueling area is well ventilated and free of any source of flame or sparks. Gasoline is extremely flammable.

Remove flammable material containers from the box before filling.

### Exposure to Exhaust

Engine exhaust fumes are poisonous and can cause loss of consciousness or death in a short time. Never start the engine or let it run in an enclosed area.

Operate this vehicle only outdoors or in well-ventilated areas.

### Hot Exhaust Systems

Exhaust system components are very hot during and after use of the vehicle. Hot components can cause burns and fire. Do not touch hot exhaust system components. Always keep combustible materials away from the exhaust system. Use caution when traveling through tall grass, especially dry grass.

### Unauthorized Use of the Vehicle

Leaving the keys in the ignition can lead to unauthorized use of the vehicle, which could result in an accident or overturn. Always remove the ignition key when the vehicle is not in use.

**FOR MORE INFORMATION ABOUT SAFETY  
call POLARIS at 1-800-342-3764.**

## SAFETY

### Safety Labels and Locations

Warning labels have been placed on the vehicle for your protection. Read and follow the instructions of the labels on the vehicle carefully. If any of the labels depicted in this manual differ from the labels on your vehicle, always read and follow the instructions of the *labels on the vehicle*.

If an informational or graphic label becomes illegible or comes off, contact your POLARIS dealer to purchase a replacement. Replacement *safety* labels are provided by POLARIS at no charge. The part number is printed on the label.

### Load/Passenger/Tire Pressure Warning

**WARNING**

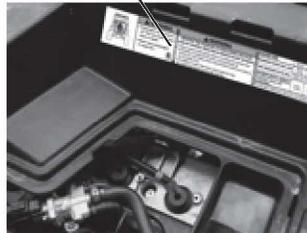
- Passengers can be thrown off. This can cause serious injury or death.
- Never carry passengers in cargo box.

**WARNING**

IMPROPER TIRE PRESSURE OR OVERLOADING CAN CAUSE LOSS OF CONTROL RESULTING IN SERIOUS INJURY OR DEATH.

- Reduce speed and allow greater distance for braking when carrying cargo.
- Overloading or carrying tall, off-center, or unsecured loads will increase your risk of losing control. Loads should be centered and carried as low as possible in box.
- For stability on rough or hilly terrain, reduce speed and cargo.
- Be careful if load extends over the side of the box.

Load/Passenger/Tire Pressure Warning



RANGER RZR	RZR	RZR 4	RZR XP
<b>MAXIMUM CARGO BOX LOAD</b>	300 lbs. (136 kg)	300 lbs. (136 kg)	300 lbs. (136 kg)
<b>TIRE PRESSURE IN PSI (KPa)</b>	FRONT 8 (55) REAR 8 (55)	FRONT 10 (69) REAR 12 (83)	FRONT 12 (83) REAR 14 (97)
<b>MAXIMUM WEIGHT CAPACITY</b> INCLUDES WEIGHT OF OPERATOR, PASSENGER, CARGO AND ACCESSORIES	740 lbs. (336 kg)	900 lbs. (408 kg)	740 lbs. (336 kg)
<b>Read Operation and Maintenance Manual for more detailed loading information.</b>			

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## SAFETY

### Safety Labels and Locations



Passenger Safety Warning

### Passenger Safety Warning

#### WARNING

NEVER CARRY A PASSENGER UNDER AGE 12  
NEVER CARRY MORE THAN ONE PASSENGER  
NEVER RIDE AFTER USING DRUGS OR ALCOHOL

**To reduce the risk of SEVERE INJURY or DEATH,**  
NEVER carry a passenger under age 12 or too small to firmly plant feet on the floor and securely grasp hand hold.

THE PASSENGER MUST ALWAYS:

- wear seat belt.
- use an approved helmet and protective gear.
- securely grasp hand hold and plant feet firmly on the floor.
- tell operator to slow down or stop if uncomfortable - get off and walk if conditions require.
- keep hands and feet inside vehicle at all times.
- watch for branches, brush, and other hazards that could enter vehicle.

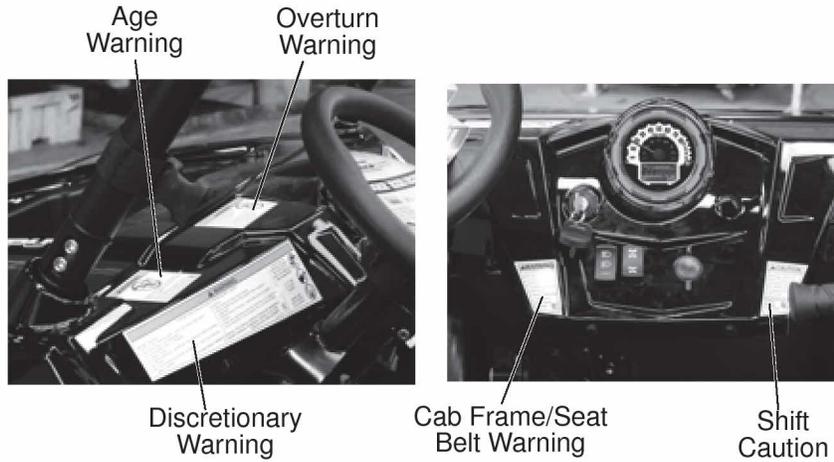


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120529CWE7085 Exhibit 6 - Owner's Manual

## SAFETY

### Safety Labels and Locations



#### Cab Frame/Seat Belt Warning

##### WARNING

- ALWAYS WEAR YOUR SEAT BELT and make sure passenger wears seat belt.
- ALWAYS SECURE CAB NETS.
- VEHICLE OVERTURN could cause severe injury or death.

#### Shift Caution

##### CAUTION

To avoid transmission damage, shift only when vehicle is stationary and at idle. When vehicle is stopped, place shift in the parked position.

APPLY BRAKE TO START

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## SAFETY

### Safety Labels and Locations

#### Age Warning

##### WARNING

Operating this vehicle if you are under the age of 16 increases your chance of severe injury or death.

NEVER operate this vehicle if you are under age 16 or without a valid driver's license.



#### Overturn Warning

##### WARNING

Improper operation can cause this vehicle to overturn and lead to serious injury or death.

This vehicle handles differently than cars, trucks or other off-road vehicles. In order to avoid overturns:

- avoid sharp turns.
- never turn while applying heavy throttle.
- never make abrupt steering maneuvers.
- operate at speeds appropriate for your skills, the conditions and the terrain.
- DO NOT do power slides, "donuts", jumps or other driving stunts.



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#### Belt Debris Warning

##### WARNING

Improper service or maintenance of this PVT system can result in vehicle damage, SEVERE INJURY or DEATH.

Always look for and remove debris inside and around the clutch and vent system when replacing the belt.

Read owner's manual or see authorized POLARIS dealer.

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# SAFETY

## Safety Labels and Locations

### Discretionary Warning

#### WARNING

Improper vehicle use can result in SEVERE INJURY or DEATH

#### NEVER operate:

- without first viewing safety video and quick start guide.
- with more than one passenger.
- on hills steeper than 15 degrees.
- on public roads.
- on paved surfaces - pavement may seriously affect handling and control.
- with non-POLARIS approved accessories - they may seriously affect stability.

#### ALWAYS:

- keep hands and feet inside vehicle. Use the cab nets.
- reduce speed and use extra caution when carrying a passenger.
- operate slowly in reverse - avoid sharp turns or sudden braking.
- make sure passenger reads and understands all safety labels.
- watch for branches or other hazards that could enter vehicle.

ALWAYS USE AN APPROVED HELMET AND PROTECTIVE GEAR FOR OPERATOR AND PASSENGER

NEVER USE ON PUBLIC ROADS

NEVER USE WITH DRUGS OR ALCOHOL

LOCATE AND READ OWNER'S MANUAL. FOLLOW ALL INSTRUCTIONS AND WARNINGS. IF OWNER'S MANUAL IS MISSING, CONTACT A POLARIS DEALER FOR A REPLACEMENT.



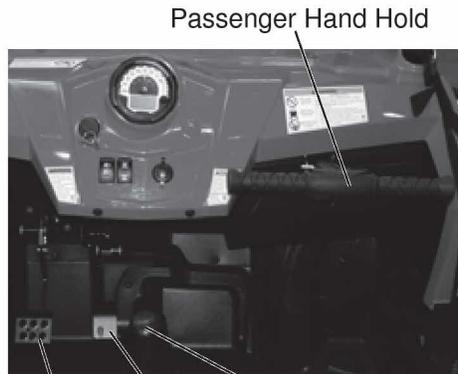
Discretionary Warning



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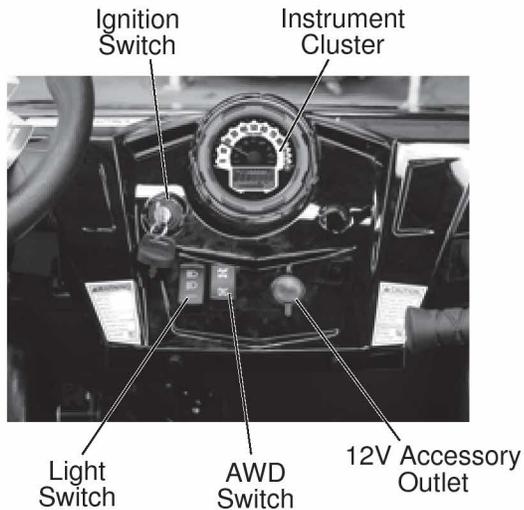
# FEATURES AND CONTROLS

## Component Locations



## FEATURES AND CONTROLS

### Switches



### Auxiliary Outlet

The vehicle is equipped with a 12-volt accessory outlet on the dash. Use the outlet to power an auxiliary light or other optional accessories or lights. For service, the dash outlet connection is under the dash.

### Ignition Switch

The ignition switch is a three-position, key-operated switch. Use the ignition switch to start the engine. See page 50 for starting procedures.

The key can be removed from the switch when it is in the OFF position.

OFF	The engine is off. Electrical circuits are off, except accessory 12V.
ON	Electrical circuits are on. Electrical equipment can be used.
START	Turn the key to the START position to engage the electric starter. The key returns to the ON position when released.

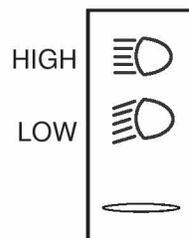
## FEATURES AND CONTROLS

### Switches

#### Headlight Switch

Use the headlight switch to turn the lights on and off and to change the lights from high beam to low beam. The ignition switch must be in the ON position to operate the headlights.

Press the top of the rocker switch toward the dash to place the headlights on high beam. Move the rocker switch to the center position to place the headlights on low beam. Press the bottom of the rocker switch to turn off the headlights.



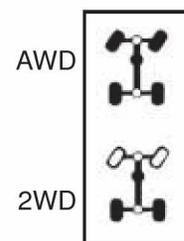
#### All Wheel Drive (AWD) Switch

The AWD Switch has two positions:

- All Wheel Drive (AWD)
- Two Wheel Drive (2WD).

Press the top of the rocker switch to engage All Wheel Drive. Press the bottom of the switch to operate in two wheel drive.

See page 36 for AWD operating instructions.



## FEATURES AND CONTROLS

### Seats

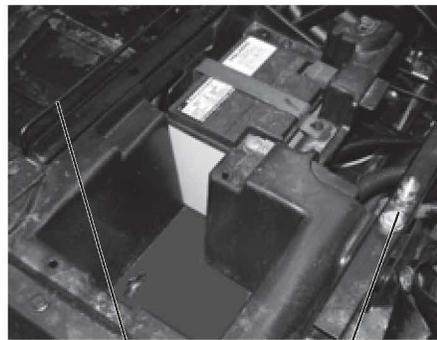
Before operating the vehicle, always push down on all seat backs to ensure the latches are secure.

#### Seat Adjustments

Loosen (do not remove) the four screws located on the seat bottom. Slide the seat forward or rearward to the desired position. Tighten the screws to 4 ft. lbs. (5.4 Nm). Do not overtighten.

#### Seat Removal

1. Pull up on the seat latch lever located under the rear edge of the seat.
2. Tilt the seat forward.
3. Lift the seat upward to remove it from the vehicle.
4. Reverse this procedure to reinstall the seat. Make sure the seat tabs at the front edge of the seat slide under the seat retainer bar.
5. Press down firmly at the rear of the seat to engage the rear latch.



Front Seat Retainer

Seat Latch

#### Steering Wheel

The steering wheel can be tilted upward or downward for rider preference.

Lift and hold the steering wheel adjustment lever while moving the steering wheel upward or downward. Release the lever when the steering wheel is at the desired position.



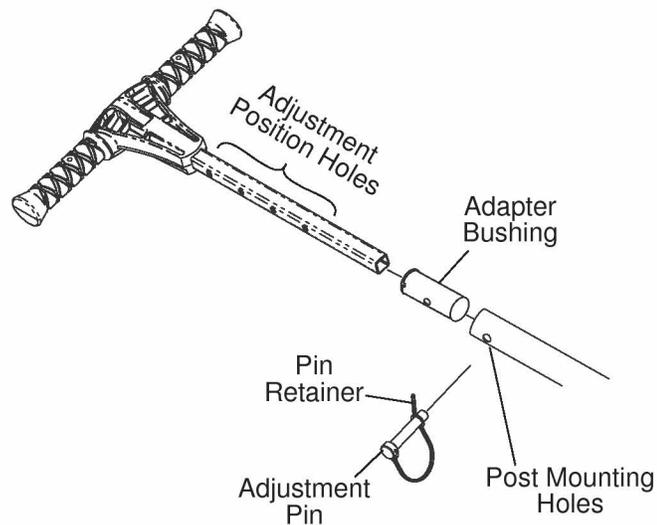
Adjustment Lever

## FEATURES AND CONTROLS

### Passenger Hand Hold

Always adjust the hand hold to a comfortable position for your passenger before operating. Make sure the adjustment pin and retainer are securely installed after making adjustments.

1. Remove the retainer from the end of the adjustment pin.
2. Remove the pin from the post.
3. Slide the post inward or outward to the desired position.
4. Reinstall the pin through the post mounting hole, adapter bushing hole, both post adjustment holes and lastly through the remaining bushing hole and post mounting hole.
5. Reinstall the retainer to the pin.



## FEATURES AND CONTROLS

### Hood

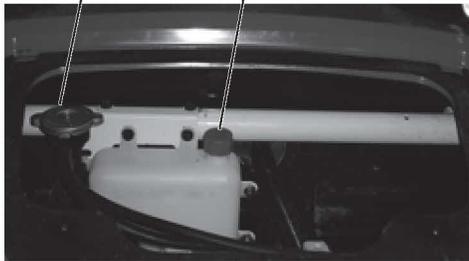
Remove the hood to access the radiator pressure cap and coolant overflow bottle.

1. Turn the hood fasteners 1/4 turn.
2. Grasp the upper hood edge and pull upward to disengage the fasteners.
3. Pivot the hood forward and lift upward to disengage the lower hood hooks.
4. Lift the hood away from the vehicle.

Hood Fasteners



Pressure Cap  
Overflow Bottle



## FEATURES AND CONTROLS

### Service Access Panels

#### Engine Access Panel

The engine access panel is located behind the seats on the frame of the vehicle. Remove the seats and remove the access panel to reach some serviceable engine components.



#### Oil Tank Access Panel

The oil tank access panel is located in the forward left corner of the cargo box. Remove the panel to check and add oil.



Oil Tank Access Panel

#### Cargo Box Access Panel

The cargo box access panel is located on the floor of the cargo box. Remove the panel to access the spark plugs and air filter.



Cargo Box Access Panel

## FEATURES AND CONTROLS

### Fuel Cap

The fuel tank filler cap is located on the right-hand side of the vehicle near the passenger seat. When refueling, always use either leaded or unleaded gasoline with a minimum pump octane number of 87 R+M/2 octane. *Do not use fuel with ethanol content greater than 10 percent, such as E-85 fuel.*

Remove flammable material containers from the box before filling.

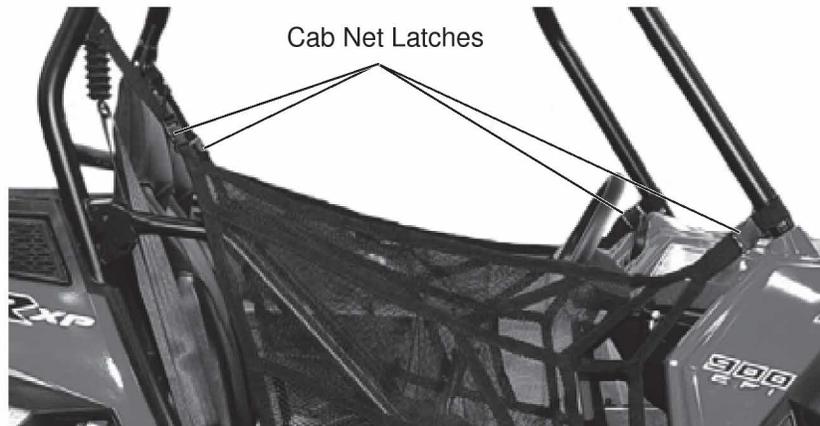


### Cab Nets

All RZR models are equipped with cab nets, which may differ slightly in appearance from those shown.

Riding in this vehicle without using the cab nets increases the risk of serious injury or death in the event of an accident or overturn. Cab nets must be used by operator and passenger at all times. Make sure all latches are secure before operating the vehicle.

Always inspect cab nets for tightness, wear and damage before each use of the vehicle. Use the strap adjusters to tighten any loose straps. Promptly replace worn or damaged cab nets with new cab nets, available from your authorized POLARIS dealer.



## FEATURES AND CONTROLS

### Seat Belts

This POLARIS vehicle is equipped with three-point lap and diagonal seat belts for all riders. Always make sure the seat belts are secured for the operator and passenger before riding.

To wear the seat belt properly, follow this procedure:

1. Pull the seat belt latch downward and across your chest toward the buckle at the inner edge of the seat. The belt should fit snugly across your hips and diagonally across your chest. Make sure the belt is not twisted.
2. Push the latch plate into the buckle until it clicks.
3. Release the strap, it will self-tighten.
4. Press the red release latch on the buckle to release the seat belt.

### Seat Belt Inspection

Inspect all seat belts for proper operation before each use of the vehicle.

1. Push the latch plate into the buckle until it clicks. The latch plate must slide smoothly into the buckle. A click indicates that it's securely latched.
2. Push the red release latch in the middle of the buckle to make sure it releases freely.
3. Pull each seat belt completely out and inspect the full length for any damage, including cuts, wear, fraying or stiffness. If any damage is found, or if the seat belt does not operate properly, have the seat belt system checked and/or replaced by an authorized POLARIS dealer.
4. To clean dirt or debris from the seat belts, sponge the straps with mild soap and water. Do not use bleach, dye or household detergents. Rinse the entire length of the belt webbing. Use a garden hose to flush out the retractor and latch housings regularly.

## FEATURES AND CONTROLS

### Gear Selector

P: Park

R: Reverse

N: Neutral

L: Low Gear

H: High Gear

To change gears, stop the vehicle, and with the engine idling, move the lever to the desired gear. Do not attempt to shift gears with engine speed above idle or while the vehicle is moving.



Gear Selector

**Tip:** Maintaining shift linkage adjustment is important to assure proper transmission function. See your dealer if you experience any shifting problems.

**NOTICE:** Do not attempt to shift the transmission while the vehicle is moving or damage to the transmission could result. Always shift when the vehicle is stationary and the engine is at idle.

### Using Low Range

Always shift into low gear for any of the following conditions.

- Operating in rough terrain or over obstacles
- Loading the vehicle onto a trailer
- Towing heavy loads

## FEATURES AND CONTROLS

### Brake Pedal

Depress the brake pedal to slow or stop the vehicle. Apply the brakes while starting the engine.

### Throttle Pedal

Push the pedal down to increase engine speed. Spring pressure returns the pedal to the rest position when released. Always check that the throttle pedal returns normally before starting the engine.



Brake Pedal

Throttle Pedal

### Rollover Protective Structure (ROPS)

The Rollover Protective Structure (ROPS) on this vehicle meets OSHA 1928.53 rollover performance requirements. Always have your authorized POLARIS dealer thoroughly inspect the ROPS if it ever becomes damaged in any way.

*No device can assure occupant protection in the event of a rollover.* Always follow all safe operating practices outlined in this manual to avoid vehicle rollover.



ROPS Label

**WARNING!** Vehicle rollover could cause severe injury or death. Always avoid operating in a manner that could result in vehicle rollover.

## FEATURES AND CONTROLS

### All Wheel Drive (AWD) System

The All Wheel Drive system is controlled by the AWD switch. When the switch is on 2X4, the vehicle is in two-wheel drive at all times. When the switch is on AWD, the vehicle is in all wheel drive and the 4X4 indicator in the instrument cluster will be on.

When in AWD, the demand drive unit will automatically engage any time the rear wheels lose traction. When the rear wheels regain traction, the demand drive unit will automatically disengage.

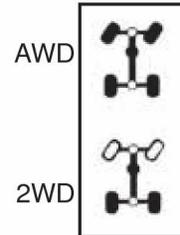
There is no limit to the length of time the vehicle may remain in AWD.

#### Engaging AWD

The AWD switch may be turned on or off while the vehicle is moving. Initially, the vehicle's electronic system will not enable the AWD until the engine RPM is below 3100. Once enabled, the AWD remains enabled until the AWD switch is turned off. If the switch is turned off while the demand drive unit is moving, it will not disengage until the rear wheels regain traction.

Engage the AWD switch before getting into conditions where front wheel drive may be needed. If the rear wheels are spinning, release the throttle before switching to AWD.

**NOTICE:** Switching to AWD while the rear wheels are spinning or slipping may cause severe drive shaft and gearcase damage. Always switch to AWD while the rear wheels have traction or are at rest.

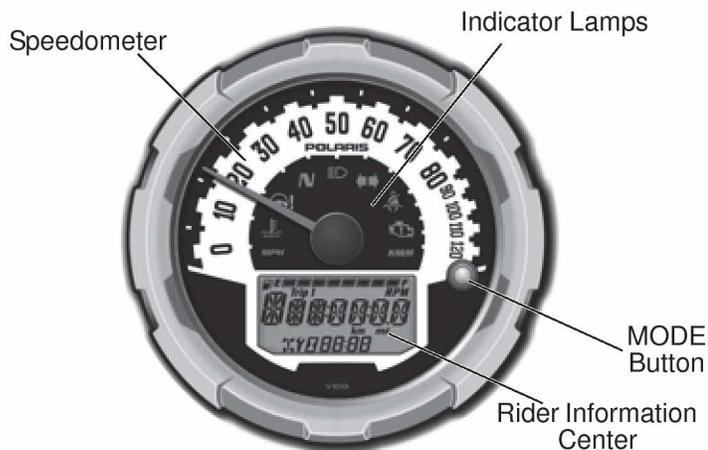


## FEATURES AND CONTROLS

### Instrument Cluster

**NOTICE:** High water pressure may damage components. Wash the vehicle by hand or with a garden hose using mild soap.

Certain products, including insect repellents and chemicals, will damage the speedometer lens and other plastic surfaces. Do not use alcohol to clean the instrument cluster. Do not allow insect sprays to contact the lens. Immediately clean off any gasoline that splashes on the instrument cluster.



#### Speedometer

The speedometer displays vehicle speed in either miles per hour (MPH) or kilometers per hour (km/h). See page 41.

#### Mode Button

Use the MODE button to toggle through mode options. See page 41 for operation of the modes.

# FEATURES AND CONTROLS

## Instrument Cluster

### Indicator Lamps

Lamp	Indicates	Condition
	Vehicle Speed	When standard mode is selected, speed displays in miles per hour.
		When metric mode is selected, speed displays in kilometers per hour.
	Over Temperature	This lamp illuminates to indicate an overheated engine. If the indicator flashes, the overheating condition remains, and the system will automatically reduce engine power.
	Neutral	This lamp illuminates when the transmission is in neutral and the ignition key is in the ON position.
	High Beam	This lamp illuminates when the headlamp switch is set to high beam.
	Helmet/Seat Belt	This lamp flashes for several seconds when the key is turned to the ON position. The lamp is a reminder to the operator to ensure all riders are wearing helmets and seat belts before operating.
	Check Engine	This indicator appears if an EFI-related fault occurs. Do not operate the vehicle if this warning appears. Serious engine damage could result. See your dealer.

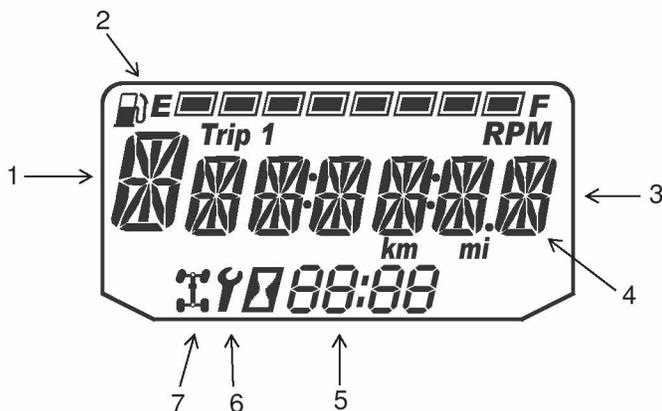
## FEATURES AND CONTROLS

### Instrument Cluster

#### Rider Information Center

The rider information center is located in the instrument cluster. All segments will light up for one second at start-up. If the instrument cluster fails to illuminate, a battery over-voltage may have occurred and the instrument cluster may have shut off to protect the electronic speedometer. If this occurs, take the vehicle to your POLARIS dealer for proper diagnosis.

The information center is set to display standard units of measurement and a 12-hour clock at the factory. To change to metric and/or a 24-hour clock, see page 42.



1. **Gear Indicator** - This indicator displays gear shifter position.
  - H = High Gear
  - L = Low Gear
  - N = Neutral
  - R = Reverse Gear
  - P = Park
  - = Gear Signal Error (or shifter between gears)

## FEATURES AND CONTROLS

### Instrument Cluster

#### Rider Information Center

2. **Fuel Gauge** - The segments of the fuel gauge show the level of fuel in the fuel tank. When the last segment clears, a low fuel warning is activated. All segments including the fuel icon will flash. Refuel immediately.

**Tip:** If the fuel icon fails to display, an open or short circuit has occurred in the fuel sensor circuit. See your dealer.

3. **Information Display Area** - This area displays odometer, trip meter, engine hour meter and programmable service hour interval.
4. **Under / Over Voltage** - This warning usually indicates that the vehicle is operating at an RPM too low to keep the battery charged. It may also occur when the engine is at idle and high electrical load (lights, cooling fan, accessories) is applied. Drive at a higher RPM or recharge the battery to clear the warning.
5. **Clock** - The clock displays time in a 12-hour or 24-hour format. See page 42 for resetting instructions.
6. **Service Indicator** - A flashing wrench symbol alerts the operator that the preset service interval has been reached. The vehicle should be brought to your dealer for scheduled maintenance. See page 42 for resetting instructions.
7. **4X4 Indicator** - This indicator illuminates when the 4X4 system is engaged (switch is on 4X4).

## FEATURES AND CONTROLS

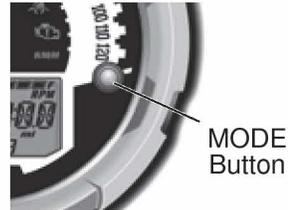
### Instrument Cluster

#### Rider Information Center

Use the MODE button to toggle through the information area options.

#### Display Units (Standard/Metric)

The display can be changed to show either standard or metric units of measurement for each of the following settings.



**Tip:** To exit the set-up mode, turn the key off. Wait 5 seconds, then turn the key on. The gauge display the mode that was displayed prior to setting the units.

	Standard Display	Metric Display
<b>Distance</b>	Miles	Kilometers
<b>Fuel</b>	U.S. Gallons	Liters, Imperial Gallons
<b>Temperature</b>	Fahrenheit	Celsius
<b>Time</b>	12-Hour Clock	24-Hour Clock

1. Turn the key to the OFF position.
2. Press and *hold* the MODE button while turning the key to the ON position.
3. When the display flashes the distance setting, tap the MODE button to advance to the desired setting.
4. Press and *hold* the MODE button to save the setting and advance to the next display option.
5. Repeat the procedure to change remaining display settings.

## FEATURES AND CONTROLS

### Instrument Cluster

#### Rider Information Center

##### Clock Mode

**Tip:** The clock must be reset any time the battery has been disconnected or discharged.

1. Turn the key to the ON position. Use the MODE button to toggle to the odometer display.
2. Press and *hold* the MODE button until the hour segment flashes. Release the button.
3. With the segment flashing, tap the MODE button to advance to the desired setting.
4. Press and *hold* the MODE button until the next segment flashes. Release the button.
5. Repeat steps 3-4 twice to set the 10-minute and 1-minute segments. After completing the 1-minute segment, step 4 will save the new settings and exit the clock mode.
6. Turn the key to the OFF position.

## FEATURES AND CONTROLS

### **Instrument Cluster**

#### **Rider Information Center**

##### **Odometer Mode**

The odometer records and displays the distance traveled by the vehicle.

##### **Trip Meter Mode**

The trip meter records the distance traveled by the vehicle if reset before each trip. To reset, select the trip meter mode. Press and hold the MODE button until the meter resets to zero. In the Rider Information Center, the trip meter display contains a decimal point, but the odometer displays without a decimal point.

##### **Hour Meter Mode**

This mode logs the total hours the engine has been in operation.

##### **Engine Temperature Mode**

This mode displays current temperature of the coolant.

##### **Tachometer Mode**

The engine RPM is displayed digitally.

**Tip:** Small fluctuations in the RPM from day to day may be normal because of changes in humidity, temperature and elevation.

## **FEATURES AND CONTROLS**

### **Instrument Cluster**

#### **Rider Information Center**

##### **Programmable Service Interval**

When the hours of engine operation equal the programmed service interval setting, the wrench icon will flash for 5 seconds each time the engine is started. When this feature is enabled, it provides a convenient reminder to perform routine maintenance. The service interval is programmed at 50 hours at the factory. Use the following procedure to change the service interval.

1. Press the MODE button until remaining service hours display.
2. Press and hold the MODE button.
3. When the service hours flash, press and release the MODE button to advance the hours to the desired setting (including OFF). Press and hold the MODE button to set the new service hour interval.

##### **Diagnostic Display Mode**

The EFI diagnostic display mode is for informational purposes only. Please see your POLARIS dealer for all major repairs.

The diagnostic mode is accessible only when the check engine warning indicator activates after the key has been turned on. Leave the key on if you want to view the active code (failure code).

The diagnostic mode becomes inaccessible if the key is turned off and on and the warning indicator is no longer active. This allows the determination of persistent as well as intermittent faults.

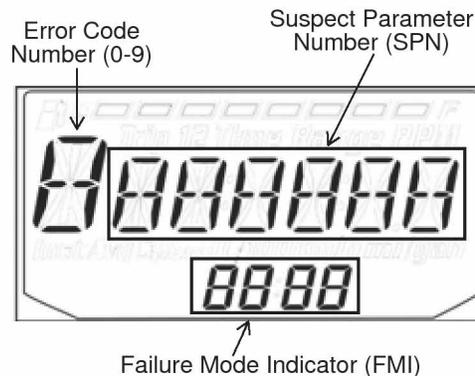
Inactive codes are stored in the history of the unit.

## FEATURES AND CONTROLS

### Instrument Cluster Rider Information Center Engine Error Codes

The error screen displays only when the CHECK ENGINE light is on or when it goes on and off during one ignition cycle. Error codes are not stored. When the key is turned OFF, the code and message is lost, but will reappear if the fault reoccurs after restarting the engine.

If the CHECK ENGINE light illuminates, retrieve the error codes from the display.



1. If the error codes are not displayed, use the MODE button to toggle until “Ck ENG” displays on the main line of the display.
2. Press and hold the MODE button to enter the diagnostics code menu.
3. Record the three numbers displayed in the gear position, clock and odometer displays.
4. Press the MODE button to advance to the next error code.
5. Press and hold the MODE button to exit the diagnostics code menu.
6. See an authorized POLARIS dealer for code details and diagnosis.

## OPERATION

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### **WARNING**

Failure to operate the vehicle properly can result in a collision, loss of control, accident or overturn, which may result in serious injury or death. Read and understand all safety warnings outlined in the safety section of this owner's manual.

### **Vehicle Break-in Period**

The break-in period for your new POLARIS vehicle is the first 25 hours of operation, or the time it takes to use the first two tanks full of gasoline. No single action on your part is as important as a proper break-in period. Careful treatment of a new engine and drive components will result in more efficient performance and longer life for these components. Perform the following procedures carefully.

**NOTICE:** Excessive heat build-up during the first three hours of operation will damage close-fitted engine parts and drive components. Do not operate at full throttle or high speeds during the first three hours of use.

Use of any oils other than those recommended by POLARIS may cause serious engine damage. We recommend the use of POLARIS Premium 4 Synthetic Oil for your 4-cycle engine.

**Vehicle Break-in Period****Engine and Drivetrain Break-in**

1. Fill the fuel tank with gasoline. See page 32. Always exercise extreme caution whenever handling gasoline.
2. Check the oil level. See page 73. Add the recommended oil as needed to maintain the oil level in the safe operating range.
3. Complete the New Operator Driving Procedures outlined on pages 52-53.
4. Avoid aggressive use of the brakes. See Brake System Break-in on page 47.
5. Vary throttle positions. Do not operate at sustained idle.
6. Perform regular checks on fluid levels, controls and areas outlined on the daily pre-ride inspection checklist. See page 48.
7. Carry only light loads.
8. During the break-in period, change both the oil and the filter at 25 hours or one month.

**Brake System Break-in**

Apply only moderate braking force for the first 50 stops. Aggressive or overly forceful braking when the brake system is new could damage brake pads and rotors.

**PVT Break-in (Clutches/Belt)**

A proper break-in of the clutches and drive belt will ensure a longer life and better performance. Break in the clutches and belt by operating at slower speeds during the break-in period as recommended. Carry only light loads. Avoid aggressive acceleration and high speed operation during the break-in period.

If a belt fails, always clean any debris from the duct and from the engine compartment.

**OPERATION** 2015-2017 7085 Exhibit 6 - Owner's Manual

**Pre-Ride Inspection**

Failure to inspect and verify that the vehicle is in safe operating condition before operating increases the risk of an accident. Always inspect the vehicle before each use to make sure it's in safe operating condition.

<b>Item</b>	<b>Remarks</b>	<b>Page</b>
Brake system/pedal travel	Ensure proper operation	35 95
Brake fluid	Ensure proper level	96
Front suspension	Inspect, lubricate if necessary	70
Rear suspension	Inspect, lubricate if necessary	70
Steering	Ensure free operation	104
Tires	Inspect condition and pressure	20 99
Wheels/fasteners	Inspect, ensure fastener tightness	99
Frame nuts, bolts, fasteners	Inspect, ensure tightness	-
Fuel and oil	Ensure proper levels	40 73
Coolant level	Ensure proper level	85-86
Coolant hoses	Inspect for leaks	-
Throttle	Ensure proper operation	94
Indicator lights/switches	Ensure proper operation	26-27
Engine intake pre-filter	Inspect, clean	90
PVT intake pre-filter	Inspect, clean	90
Headlamp	Check operation	-
Brake light/tail lamp	Check operation, apply POLARIS dielectric grease when lamp is replaced	101
Seat Latches	Push down on both seat backs to ensure the latches are secure	28
Seat Belts	Check length of belt for damage, check latches for proper operation	33
Cab Nets	Check for wear or damage, ensure proper installation	32

**Safe Operation Practices**

1. Visit the Recreational Off-Highway Vehicle Association website (rohva.org) and take the free on-line training course. Complete the New Operator Driving Procedures outlined on pages 52-53.
2. Do not allow anyone under 16 years of age or without a valid driver's license to operate this vehicle.
3. Never operate with a passenger under the age of 12. Never carry more than one passenger in this vehicle. Never allow a passenger to ride in the cargo box.
4. Engine exhaust fumes are poisonous. Never start the engine or let it run in an enclosed area.
5. Never operate with accessories not approved by POLARIS for use on this vehicle.
6. Operate this vehicle off-road only. Never operate the vehicle on pavement or on any public street, road or highway, including dirt and gravel roads.
7. Drive in a manner appropriate for your skills and operating conditions. Never operate at excessive speeds. Never attempt wheelies, jumps, or other stunts. Keep both hands on the steering wheel during operation.
8. Never consume alcohol or drugs before or while operating this vehicle.
9. Always use the size and type of tires specified for your vehicle. Always maintain proper tire pressure.
10. Never operate a damaged vehicle. After any overturn or accident, have a qualified service dealer inspect the entire machine for possible damage.
11. Never operate the vehicle on a frozen body of water unless you have first verified that the ice is sufficiently thick to support the weight and moving force of the vehicle, you and your passenger, and your cargo, together with any other vehicles in your party.
12. Do not touch hot exhaust system components. Always keep combustible materials away from the exhaust system.
13. Always remove the ignition key when the vehicle is not in use to prevent unauthorized use.

## OPERATION

2015 GMC Terrain 7085 Exhibit 6 - Owner's Manual

### Starting the Engine

1. Position the vehicle on a level surface outdoors or in a well-ventilated area.
2. Sit in the driver's seat and fasten the seat belt. Secure the cab nets.
3. Place the transmission in PARK.
4. Apply the brakes. Do not press the throttle pedal while starting the engine.
5. Turn the ignition key past the ON/RUN position to START. Engage the starter for a maximum of five seconds. Release the key when the engine starts.
6. If the engine does not start within five seconds, return the ignition switch to the OFF position and wait five seconds. Repeat steps 5 and 6 until the engine starts.
7. Vary the engine RPM slightly with the throttle to aid in warm up until the engine idles smoothly.

**NOTICE:** Operating the vehicle immediately after starting could cause engine damage. Allow the engine to warm up for several minutes before operating the vehicle.

### Stopping the Engine

1. Release the throttle pedal completely and brake to a complete stop.
2. Place the transmission in PARK.
3. Turn the engine off.

### Braking

1. Release the throttle pedal completely. (When the throttle pedal is released completely and engine speed slows to near idle, the vehicle has no engine braking.)
2. Press on the brake pedal evenly and firmly. Practice starting and stopping (using the brakes) until you're familiar with the controls.

## **Parking the Vehicle**

1. Stop the vehicle on a level surface. When parking inside a garage or other structure, be sure that the structure is well ventilated and that the vehicle is not close to any source of flame or sparks, including any appliance with pilot lights.
2. Place the transmission in PARK.
3. Turn the engine off.
4. Remove the ignition key to prevent unauthorized use.

## **Know Your Riding Area/Tread Lightly**

Familiarize yourself with all laws and regulations concerning the operation of this vehicle in your area. Respect the environment in which you ride your vehicle. Find out where the designated riding areas are by contacting your POLARIS dealer, a local riding club, or local officials.

Help keep our trails open for recreational vehicle use. As an off-road enthusiast, you represent the sport and can set a good example (or a poor example) for others to follow. Tread lightly. Operate with respect for the terrain, avoid littering, and always stay on the designated trails.

## **Trail Etiquette**

Always practice good etiquette when riding. Allow a safe distance between your vehicle and other vehicles operating in the same area. Communicate to oncoming operators by signaling the number of vehicles in your group. When stopping, move your vehicle to the edge of the trail as far as possible to allow others to pass safely.

## New Operator Driving Procedures



1. Read and understand the owner's manual and all warning and instruction labels before operating this vehicle.
2. Visit the Recreational Off-Highway Vehicle Association website ([rohva.org](http://rohva.org)) and take the free on-line training course.
3. Perform the pre-ride inspection. See page 48.
4. Wear an approved helmet that fits properly and eye protection (goggles or face shield).
5. Do not carry a passenger until you have at least two hours of driving experience with this vehicle.
6. Do not carry cargo during this period.
7. Select an open area that allows room to familiarize yourself with vehicle operation and handling.
8. Sit in the driver's seat and fasten the seat belt.
9. Always use the cab nets while riding in this vehicle.
10. Place the transmission in PARK.
11. Start the engine.

## **New Operator Driving Procedures**

12. Apply the brakes and shift into low gear.
13. Check your surroundings and determine your path of travel.
14. Keeping both hands on the steering wheel, slowly release the brakes and depress the throttle with your right foot to begin driving.
15. Drive slowly at first. On level surfaces, practice starting, stopping, turning, maneuvering, using the throttle and brakes and driving in reverse. Learn how the vehicle handles when making both left and right turns at a slow speed.
16. Increase speed only after mastering all maneuvers at a slow speed.
17. After you become skilled at making turns and begin to operate at faster speeds, follow these precautions:
  - Avoid sharp turns.
  - Never turn while applying heavy throttle.
  - Never make abrupt steering maneuvers.
  - Operate at speeds appropriate for your skills, the conditions and the terrain.
  - DO NOT do power slides, “donuts”, jumps or other driving stunts.

## Driving with a Passenger

1. Complete the New Operator Driving Procedures outlined on pages 52-53.
2. Perform the pre-ride inspection. See page 48.
3. Do not carry more than one passenger in this vehicle. Additional passengers can affect the operator's ability to steer and operate the controls.
4. Make sure the passenger is at least 12 years of age and is tall enough to comfortably and safely sit in the passenger seat with the seat belt secured, put both feet on the floor and grasp the hand hold.
5. Make sure the passenger is wearing appropriate riding gear, including an approved helmet and eye protection. See page 8.
6. Make sure the passenger secures the seat belt.
7. Make sure all cab nets are properly secured.
8. Allow a passenger to ride only in the passenger seat.
9. Slow down. Always travel at a speed appropriate for your skills, your passenger's skills and operating conditions. Avoid unexpected or aggressive maneuvers that could cause discomfort or injury to a passenger.
10. Vehicle handling may change with a passenger and/or cargo on board. Allow more time and distance for braking.
11. Always follow all operating guidelines as outlined on safety labels and in this manual.



## Driving on Slippery Surfaces

### **⚠ WARNING**

Skidding or sliding can cause loss of control or overturn (if tires regain traction unexpectedly). When operating on slippery surfaces such as ice or loose gravel, reduce speed and use extra caution to reduce the chance of skidding or sliding out of control. Do not operate on excessively slippery surfaces.

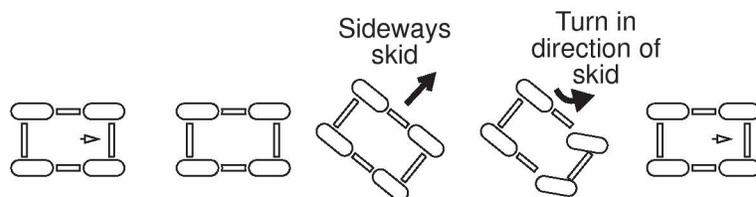
When driving on slippery surfaces such as wet trails, loose gravel, or ice, be alert for the possibility of skidding and sliding.

Follow these precautions when encountering slippery conditions:

1. Slow down before entering slippery areas.
2. Maintain a high level of alertness, reading the trail and avoiding quick, sharp turns, which can cause skids.
3. Engage all-wheel drive before wheels begin to lose traction.

**NOTICE:** Severe damage to the drive train may occur if the AWD is engaged while the wheels are spinning. Always allow the wheels to stop spinning before engaging AWD.

4. Correct a skid by turning the steering wheel in the direction of the skid. *Never apply the brakes during a skid.*



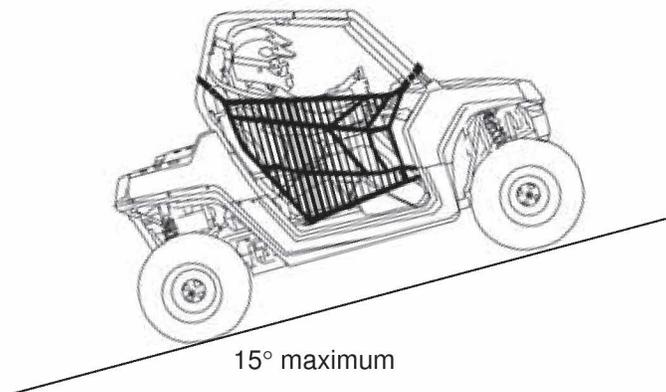
## OPERATION

2015-2016 UTV7085 Exhibit 6 - Owner's Manual

### Driving Uphill

Whenever traveling uphill, follow these precautions:

1. Always check the terrain carefully before ascending a hill.
2. Avoid steep hills (15° maximum). If ascending a steeper grade is unavoidable, engage all-wheel drive before ascending.
3. Drive straight uphill.
4. Never climb hills with excessively slippery or loose surfaces.
5. Proceed at a steady rate of speed and throttle opening. Never open the throttle suddenly.
6. Avoid unnecessary changes in speed or direction.
7. Never go over the crest of a hill at high speed. An obstacle, a sharp drop, or another vehicle or person could be on the other side of the hill.
8. If the vehicle stalls while climbing a hill, apply the brakes. Place the transmission in reverse and slowly allow the vehicle to roll straight downhill while applying light brake pressure to control speed.



### **Driving on a Sidehill (Sidehilling)**

Driving on a sidehill is not recommended. Improper procedure could cause loss of control or overturn. Avoid crossing the side of any hill unless absolutely necessary.

If crossing a hill is *unavoidable*, follow these precautions:

1. Engage all-wheel drive.
2. Drive slowly and use extreme caution.
3. If the vehicle begins to overturn, or if it feels as if it may overturn, *immediately* turn downhill.
4. Avoid obstacles and changes in terrain that may lower or raise one side of the vehicle or cause the vehicle to slide.
5. If the vehicle begins to slide downhill, immediately turn downhill to stop the slide, or stop the vehicle and maneuver slowly and carefully until the vehicle can be driven straight downhill.

### **Driving Downhill**

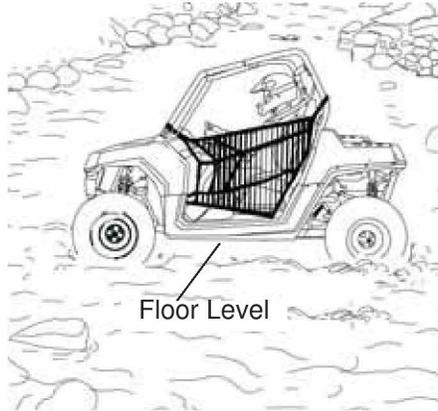
Whenever descending a hill, follow these precautions:

1. Avoid steep hills (15° maximum).
2. Slow down. Never travel down a hill at high speed.
3. Always check the terrain carefully before descending a hill.
4. Always descend a hill with the transmission in forward gear. *Never descend a hill with the transmission in neutral.*
5. Avoid traveling down a hill at an angle, which would cause the vehicle to lean sharply to one side. Travel straight downhill.
6. Apply the brakes *lightly* to aid in slowing.

## Driving Through Water

Your vehicle can operate through water with a maximum recommended depth equal to floor level. Follow these precautions when operating through water:

1. Determine water depth and current before entering water.
2. Choose a crossing where the water level is lowest and where both banks have gradual inclines. Never operate in water that exceeds the maximum recommended depth.



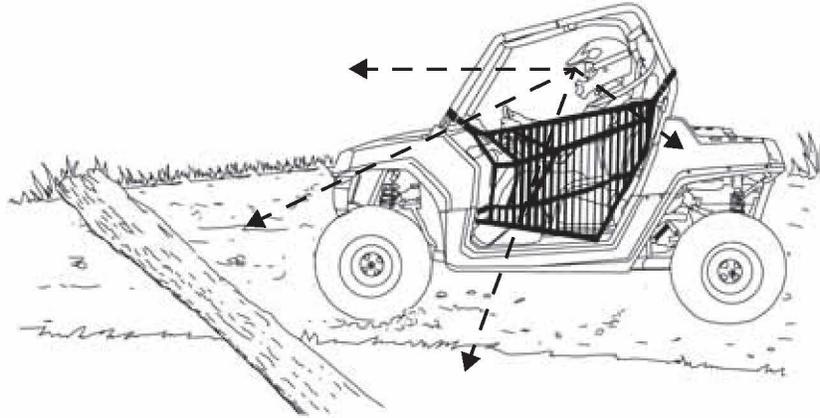
**WARNING!** The large tires on your vehicle may cause the vehicle to float in deep or fast-flowing water, which could result in loss of traction, loss of control, overturn or accident.

3. Wet brakes may have reduced stopping ability. After leaving water, test the brakes. Apply them lightly several times while driving slowly. The friction will help dry out the pads.

**NOTICE:** Major engine damage can result if the vehicle is not thoroughly inspected after operation in water. Perform the services outlined in the maintenance chart. See page 65. Give special attention to engine oil, transmission oil, demand drive fluid, rear gearcase oil, and all grease fittings.

If your vehicle becomes immersed or is operated in water that exceeds the floor level, take it to your dealer for service *before starting the engine*. If it's impossible to bring the vehicle to your dealer before starting the engine, perform the service outlined on page 103, and take the vehicle to your dealer at the first opportunity.

## Driving Over Obstacles



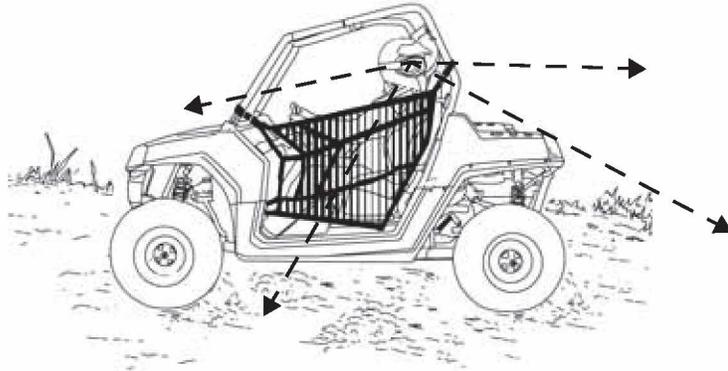
Follow these precautions when operating over obstacles:

1. Always check for obstacles before operating in a new area.
2. Look ahead and learn to read the terrain. Be constantly alert for hazards such as logs, rocks and low hanging branches.
3. Travel slowly and use extra caution when operating on unfamiliar terrain. Not all obstacles are immediately visible.
4. Avoid operating over large obstacles such as rocks and fallen trees. If unavoidable, use extreme caution and operate slowly.
5. Always have a passenger dismount and move away from the vehicle before operating over an obstacle that could cause an overturn.

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## OPERATION

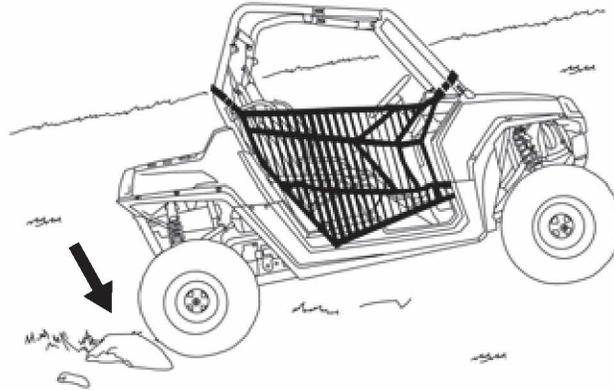
### Driving in Reverse



Follow these precautions when operating in reverse:

1. Always check for obstacles or people behind the vehicle.
2. Apply the throttle *lightly*. Never open the throttle suddenly.
3. Back slowly.
4. Apply the brakes *lightly* for stopping.
5. Avoid making sharp turns.

## **Parking on an Incline**



A rolling vehicle can result in serious injury. Avoid parking on an incline. If parking on an incline is *unavoidable*, follow these precautions:

1. Place the transmission in PARK.
2. Turn the engine off.
3. Block the rear wheels on the downhill side, or park the vehicle in a sidehill position instead.

## OPERATION

### Hauling Cargo

2015-2016 UTV7085 Exhibit 6 - Owner's Manual

#### **⚠ WARNING**

Overloading the vehicle or carrying cargo improperly can alter vehicle handling and may cause loss of control or brake instability. Always follow these precautions when hauling cargo:

Never exceed the stated load capacity for this vehicle.

**REDUCE SPEED AND ALLOW GREATER DISTANCES FOR BRAKING WHEN HAULING CARGO.**

**NEVER EXCEED THE MAXIMUM WEIGHT CAPACITY** of the vehicle. When determining the weight you are adding to the vehicle, include the weight of the operator, passenger, accessories and loads in the rack or box. The combined weight of these items must not exceed the maximum weight capacity.

Always load the cargo box with the load as far forward and as low as possible.

When operating over rough or hilly terrain, reduce speed and cargo to maintain stable driving conditions.

Always operate the vehicle with extreme care when hauling cargo. Slow down and drive in the lowest gear available.

**SECURE ALL LOADS BEFORE OPERATING.** Unsecured loads can create unstable operating conditions, which could result in loss of control of the vehicle.

**OPERATE ONLY WITH STABLE AND SAFELY ARRANGED LOADS.** When handling off-centered loads that cannot be centered, securely fasten the load and operate with extra caution. \

**HEAVY LOADS CAN CAUSE BRAKING AND CONTROL PROBLEMS.** Use extreme caution when applying brakes with a loaded vehicle. Avoid terrain or situations that may require backing downhill.

**USE EXTREME CAUTION** when operating with loads that extend over the rack sides. Stability and maneuverability may be adversely affected, causing the vehicle to overturn.

**DO NOT TRAVEL FASTER THAN THE RECOMMENDED SPEEDS.** Vehicle should never exceed 10 MPH (16 km/h) while cornering or while ascending or descending a hill.

Carrying a passenger in the cargo box could result in a fall from the vehicle or contact with moving components. Never allow a passenger to ride in the cargo box. A passenger must always be seated in the passenger seat with seat belt secured.



## **Hauling Cargo**

Your POLARIS vehicle has been designed to carry a specific capacity. Reduce speed and allow a greater distance for braking when carrying cargo.

Loads should be centered and carried as low as possible in the box. For stability on rough or hilly terrain, reduce both speed and cargo. Exercise caution if the cargo load extends over the side of the box.

Always read and understand the load distribution warnings listed on warning labels and in this manual. Never exceed the maximum capacities specified for your vehicle. See page 114.

### **Belt Life**

To extend belt life, use low gear when hauling a heavy load at less than 7 MPH (11 km/h) for extended periods and when operating uphill at a slow speed.

## **EMISSION CONTROL SYSTEMS**

### **Noise Emission Control System**

Do not modify the engine, intake or exhaust components, as doing so may affect compliance with U.S.A. EPA noise control requirements (40 CFR 205) and local noise level requirements.

### **Operation on Public Lands in the U.S.A.**

Your POLARIS vehicle has a spark arrester that was tested and qualified to be in accordance with the USFS standard 5100-1C. Federal law requires that this spark arrester be installed and functional when the vehicle is operated on public lands.

Operation of off-road vehicles on public lands in the U.S.A. is regulated by 43 CFR 420. Violations are subject to monetary penalties. Federal regulations can be viewed online at [www.gpoaccess.gov/ecfr/](http://www.gpoaccess.gov/ecfr/).

### **Crankcase Emission Control System**

This engine is equipped with a closed crankcase system. Blow-by gases are forced back to the combustion chamber by the intake system. All exhaust gases exit through the exhaust system.

### **Exhaust Emission Control System**

Exhaust emissions are controlled by engine design. An electronic fuel injection (EFI) system controls fuel delivery. The engine and EFI components are set at the factory for optimal performance and are not adjustable.

The emissions label is located on the lower frame behind the driver's seat.

### **Electromagnetic Interference**

This spark ignition system complies with Canadian ICES-002.

This vehicle complies with the EMC requirements of European directives 97/24/EC and 2004/108/EC.

**Non-ionizing Radiation:** This vehicle emits some electromagnetic energy. People with active or non-active implantable medical devices (such as heart monitoring or controlling devices) should review the limitations of their device and the applicable electromagnetic standards and directives that apply to this vehicle.

## **Periodic Maintenance Chart**

Careful periodic maintenance will help keep your vehicle in the safest, most reliable condition. Inspection, adjustment and lubrication of important components are explained in the periodic maintenance chart.

Inspect, clean, lubricate, adjust and replace parts as necessary. When inspection reveals the need for replacement parts, use genuine POLARIS parts available from your POLARIS dealer.

Record maintenance and service in the Maintenance Log beginning on page 129.

Service and adjustments are important for proper vehicle operation. If you're not familiar with safe service and adjustment procedures, have a qualified dealer perform these operations.

Maintenance intervals in the following chart are based upon average riding conditions and an average vehicle speed of approximately 10 MPH (16 km/h). Vehicles subjected to severe use must be inspected and serviced more frequently.

### **Severe Use Definition**

- Frequent immersion in mud, water or sand
- Racing or race-style high RPM use
- Prolonged low speed, heavy load operation
- Extended idle
- Frequent short trip operation in cold weather (engine frequently does not operate long enough to reach full operating temperature)

Pay special attention to the oil level. A rise in oil level during cold weather can indicate contaminants collecting in the oil sump or crankcase. Change oil immediately if the oil level begins to rise. Monitor the oil level, and if it continues to rise, discontinue use and determine the cause or see your dealer.

## **MAINTENANCE** Exhibit 6 - Owner's Manual

### **Periodic Maintenance Chart**

#### **Maintenance Chart Key**

- ▶ Perform these operations more often for vehicles subjected to severe use.
- E** Emission-related service (Failure to conduct this maintenance will not void the emissions warranty but may affect emissions.)
- Have an authorized POLARIS dealer perform these services.

**WARNING!** Improperly performing the procedures marked with a ■ could result in component failure and lead to serious injury or death. Have an authorized POLARIS dealer perform these services.

**MAINTENANCE****Periodic Maintenance Chart**

Perform all services at whichever maintenance interval is reached first.

Item	Maintenance Interval (whichever comes first)			Remarks
	Hours	Calendar	Miles (Km)	
Steering	-	Pre-Ride	-	Make adjustments as needed. See Pre-Ride Checklist on page 48.
Front suspension	-	Pre-Ride	-	
Rear suspension	-	Pre-Ride	-	
Tires	-	Pre-Ride	-	
Brake fluid level	-	Pre-Ride	-	
Brake pedal travel				
Brake system	-	Pre-Ride	-	
Wheels/fasteners	-	Pre-Ride	-	
Frame fasteners	-	Pre-Ride	-	
Engine oil level	-	Pre-Ride	-	
<b>E</b> Engine intake pre-filter	-	Daily	-	
PVT intake pre-filter	-	Daily	-	Inspect; clean often
Coolant	-	Daily	-	Check coolant level
Headlight/taillight	-	Daily	-	Check operation; apply dielectric grease if replacing
▶ Brake pad wear	10 H	Monthly	100 (160)	Inspect periodically
▶ Engine oil change (break-in)	25 H	1 M	-	Perform a break-in oil and filter change at one month
▶ Air filter	25 H	Monthly	250 (400)	Inspect; replace as needed
<b>E</b> Battery	25 H	Monthly	250 (400)	Check terminals; clean; test
▶ Front gearcase (demand drive) fluid	25 H	Monthly	250 (400)	Inspect level; add if needed
▶ Transmission (main gearcase) oil	25 H	Monthly	250 (400)	Inspect level; add if needed
▶ Engine breather filter (if equipped)	25 H	Monthly	150 (250)	Inspect; replace if necessary

▶ Perform these procedures more often for vehicles subjected to severe use.

**E** Emission-Related Service

■ Have an authorized POLARIS dealer perform these services.

# MAINTENANCE

Exhibit 6 - Owner's Manual

## Periodic Maintenance Chart

	Item	Maintenance Interval (whichever comes first)			Remarks
		Hours	Calendar	Miles (Km)	
▶	General lubrication	50 H	3 M	500 (800)	Lubricate all fittings, pivots, cables, etc.
■ E	Throttle cable	50 H	6 M	300 (500)	Inspect; see dealer for service
E	Throttle body air intake ducts/flange	50 H	6 M	300 (500)	Inspect duct for proper sealing/air leaks
▶	Engine oil change	50 H	6 M	1000 (1600)	Perform a break-in oil change at one month
▶	Oil filter change	50 H	6 M	1000 (1600)	Replace with oil change
	Shift Linkage	50 H	6 M	500 (800)	Inspect, adjust
▶	Front Suspension	50 H	6 M	500 (800)	Lubricate
▶	Rear Suspension	50 H	6 M	500 (800)	Lubricate
	Cooling system (if applicable)	50 H	6 M	500 (800)	Inspect coolant strength seasonally; pressure test system yearly
▶	Front gearcase (demand drive) fluid	-	12 M	2500 (4000)	Change fluid
▶	Transmission (main gearcase) oil	-	12 M	2500 (4000)	Change fluid
■ E	Fuel system	100 H	12 M	1000 (1600)	Check for leaks at tank cap, lines, filter, pump, throttle body
▶ E	Spark plugs	100 H	12 M	1000 (1600)	Inspect; replace as needed, torque to specification

▶ Perform these procedures more often for vehicles subjected to severe use.

E Emission-Related Service

■ Have an authorized POLARIS dealer perform these services.

**MAINTENANCE****Periodic Maintenance Chart**

Item	Maintenance Interval (whichever comes first)			Remarks
	Hours	Calendar	Miles (Km)	
▶ Radiator (if equipped)	100 H	12 M	1000 (1600)	Inspect; clean external surfaces
▶ Cooling Hoses	100 H	12 M	1000 (1600)	Inspect for leaks
▶ Engine mounts	100 H	12 M	1000 (1600)	Inspect
Exhaust muffler/ pipe	100 H	12 M	1000 (1600)	Inspect
■ Ignition timing	100 H	12 M	1000 (1600)	Inspect
▶ Wiring	100 H	12 M	1000 (1600)	Inspect for wear, routing, security; apply dielectric grease to connectors subjected to water, mud, etc.
■ Clutches (drive and driven)	100 H	12 M	1000 (1600)	Inspect; clean; replace worn parts
Drive belt	100 H	12 M	1000 (1600)	Inspect; replace as needed
■ Front wheel bearings	100 H	12 M	1000 (1600)	Inspect; replace as needed
▶ Coolant	-	24 M	-	Replace coolant
■ Brake fluid	200 H	24 M	2000 (3200)	Change every two years
Spark arrester	200 H	24 M	2000 (3200)	Clean out
Valve lash	200 H	-	2000 (3200)	Check; adjust as needed
▶ Spark plugs	500 H	36 M	5000 (8000)	Replace, torque to specification
E ■ Toe adjustment	-			Inspect periodically; adjust when parts are replaced
Headlight aim	-			Adjust as needed

▶ Perform these procedures more often for vehicles subjected to severe use.

E Emission-Related Service

■ Have an authorized POLARIS dealer perform these services

# MAINTENANCE Exhibit 6 - Owner's Manual

## Lubrication Recommendations

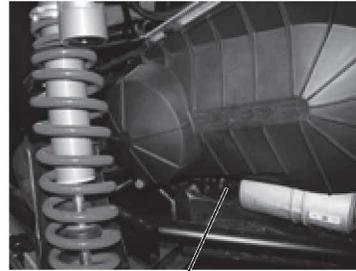
Check and lubricate all components at the intervals outlined in the Periodic Maintenance Chart beginning on page 65, or more often under severe use, such as wet or dusty conditions. Items not listed in the chart should be lubricated at the general lubrication interval.

Item	Lube	Method
Engine Oil	PS-4 PLUS Synthetic Engine Oil	Add to proper level on dipstick. See page 73.
Brake Fluid	DOT 4	Maintain level between fill lines. See page 96.
Transmission Oil (Main Gearcase)	Premium AGL Synthetic Gearcase Lube	See page 76.
Front Gearcase Fluid (Demand Drive)	Demand Drive Plus Fluid	See page 78.
Prop Shaft	POLARIS Premium U-Joint Lube	Grease middle and rear fittings.
Front Control Arm Pivot Bushings	POLARIS Premium all Season Grease or grease conforming to NLGI No. 2	Grease 3 fittings on each side of the vehicle.
Stabilizer Bar Bushings	POLARIS Premium all Season Grease or grease conforming to NLGI No. 2	Grease 2 fittings through the access holes located directly below the seat backs.

Middle Prop Shaft Grease Fitting



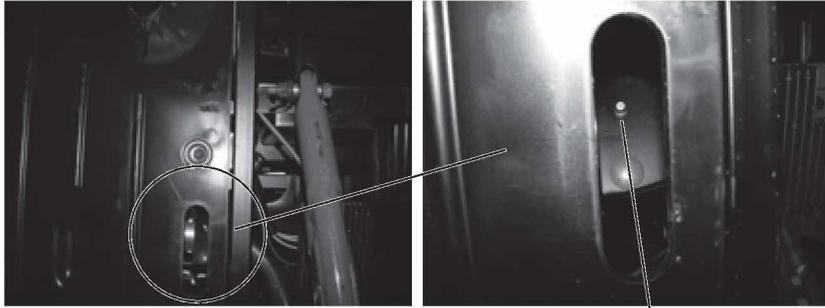
Fitting Access (as viewed from top with center floor panel removed)



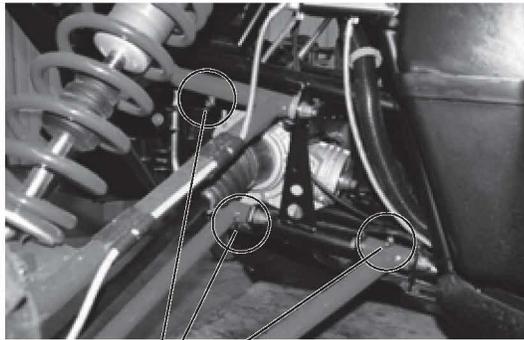
Rear Prop Shaft Grease Fitting

**Lubrication Recommendations**

**View of Driver's Side From Bottom of Vehicle**



Grease Stabilizer Bar Bushings  
(one on each side of vehicle)



Front Control Arm Pivot  
Bushings (3 per side)

## MAINTENANCE Exhibit 6 - Owner's Manual

### Engine Oil

#### Oil Recommendations

POLARIS recommends the use of POLARIS PS-4 PLUS Synthetic engine oil.

**WARNING!** Vehicle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated wear and may result in engine seizure, accident, and injury. Always perform the maintenance procedures as outlined in the Periodic Maintenance Chart.

Oil may need to be changed more frequently if POLARIS PS-4 PLUS Synthetic engine oil is not used. Follow the manufacturer's recommendations for ambient temperature operation. See page 116 for the part numbers of POLARIS products.

**NOTICE:** Mixing brands or using a non-recommended oil may cause serious engine damage. Always use the recommended oil. Never substitute or mix oil brands.

## Engine Oil

Always check and change the oil at the intervals outlined in the Periodic Maintenance Chart beginning on page 65. Always use the recommended engine oil.

### Oil Check

Always check the oil when the engine is cold. If the engine is hot when the oil is checked, the level will appear to be overfull.

Access the oil tank dipstick through the oil tank access panel in the left forward corner of the cargo box.

1. Position the vehicle on a level surface.
2. Place the transmission in PARK.
3. Start the engine and allow it to idle for 30 seconds.
4. Stop the engine and wait 15 seconds before removing the dipstick.
5. Open the oil tank access panel. Remove the dipstick from the oil tank. Wipe it dry with a clean cloth.
6. Reinstall the dipstick completely. Remove the dipstick and check the oil level.
7. Add the recommended oil as needed. Maintain the oil level between the minimum and maximum marks on the dipstick. Do not overfill.
8. Reinstall the dipstick.



## MAINTENANCE Exhibit 6 - Owner's Manual

### Engine Oil

#### Oil and Filter Change

Always change the oil and filter at the intervals outlined in the Periodic Maintenance Chart beginning on page 65. Always change the oil filter whenever changing oil.

The oil tank drain plug is on the bottom of the oil tank. Access the drain plug through the left rear wheel well.

The crankcase drain plug is located on the bottom of the crankcase. Access the drain plug through the access hole under the crankcase.

1. Position the vehicle on a level surface. Place the transmission in PARK.
2. Clean the areas around the oil tank and crankcase drain plugs.

**CAUTION!** Hot oil can cause burns to skin. Do not allow hot oil to contact skin.

3. Place a drain pan under the oil tank and remove the drain plug. Allow the oil to drain completely.
4. Place a drain pan under the engine crankcase and remove the drain plug. Allow the oil to drain completely.

Oil Tank Drain Plug

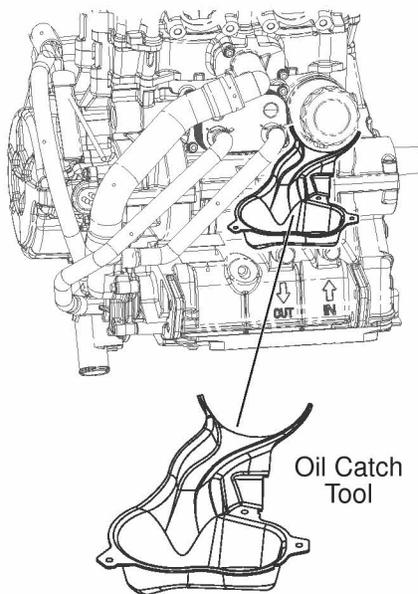


Crankcase  
Drain Plug

Access  
Hole

## Engine Oil Oil and Filter Change

5. Locate the oil catch tool in the tool kit. Position the oil catch tool below the oil filter to catch spills when the filter is removed.
6. Using an oil filter wrench, turn the filter counter-clockwise to remove it.
7. Using a clean dry cloth, clean the filter sealing surface on the crankcase.
8. Lubricate the o-ring on the new filter with a film of fresh engine oil. Check to make sure the o-ring is in good condition.
9. Install the new filter and turn by hand until the filter gasket contacts the sealing surface, then turn an additional 1/2 turn.
10. Reinstall the oil tank and crankcase drain plugs. Torque both drain plugs to 12 ft. lbs. (16 Nm).
11. Remove the dipstick and fill the oil tank with 3.5 quarts (3.3 l) of recommended oil.
12. Start the engine and allow it to idle for 30 seconds.
13. Stop the engine and wait 15 seconds before removing the dipstick.
14. Remove the dipstick from the oil tank. Wipe it dry with a clean cloth.
15. Reinstall the dipstick completely. Remove the dipstick and check the oil level.
16. Add oil as necessary to bring the level to the upper mark on the dipstick. Do not overfill.
17. Reinstall the dipstick.
18. Dispose of used filter and oil properly.



## **MAINTENANCE** Exhibit 6 - Owner's Manual

### **Transmission (Main Gearcase)**

Always check and change the fluid at the intervals outlined in the Periodic Maintenance Chart beginning on page 65. Refer to the Gearcase Specifications Chart on page 80 for recommended lubricants, capacities and torque specifications.

#### **Fluid Check**

The fill plug is located on the rear of the gearcase. Maintain the fluid level at the bottom of the fill plug hole.



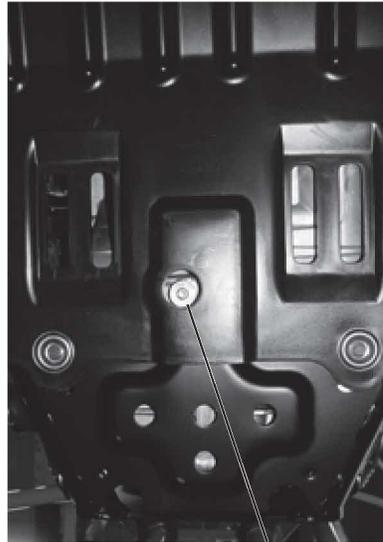
Fill Plug

1. Position the vehicle on a level surface.
2. Remove the fill plug.
3. Check the fluid level.
4. Add the recommended fluid to the bottom of the fill plug hole. Do not overfill.
5. Reinstall the fill plug. Torque to specification.

**Transmission (Main Gearcase)****Fluid Change**

The drain plug is located on the bottom of the gearcase. Access the drain plug through the drain hole in the skid plate.

1. Remove the fill plug.
2. Place a drain pan under the drain plug.
3. Remove the drain plug. Allow the fluid to drain completely.
4. Clean the drain plug.
5. Reinstall the drain plug with a new o-ring. Torque to specification.
6. Add the recommended fluid to the bottom of the fill plug hole. Do not overfill.
7. Reinstall the fill plug. Torque to specification.
8. Check for leaks. Discard used fluid properly.



Drain Plug  
(bottom view)

## MAINTENANCE Exhibit 6 - Owner's Manual

### Demand Drive Unit (Front Gearcase)

Always check and change the fluid at the intervals outlined in the Periodic Maintenance Chart beginning on page 65. Refer to the Gearcase Specifications Chart on page 80 for recommended lubricants, capacities and torque specifications.

#### Fluid Check

The fill plug is located on the bottom right side of the demand drive unit. Maintain the fluid level even with the bottom thread of the fill plug hole.

1. Position the vehicle on a level surface.
2. Remove the fill plug. Check the fluid level.
3. Add the recommended fluid to the bottom thread of the fill plug hole.
4. Reinstall the fill plug. Torque to specification.

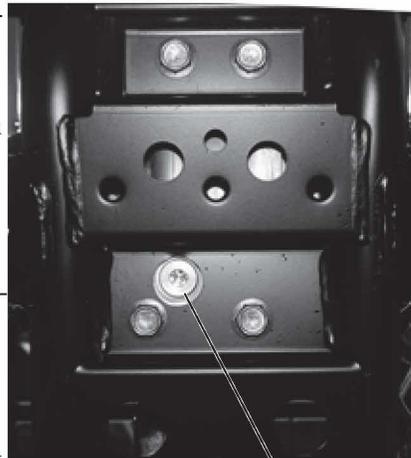


Fill Plug

**Demand Drive Unit (Front Gearcase)****Fluid Change**

The drain plug is located on the bottom of the gearcase.

1. Remove the fill plug.
2. Place a drain pan under the drain plug.
3. Remove the drain plug. Allow the fluid to drain completely.
4. Clean the drain plug. If the o-ring is damaged, install a new o-ring.
5. Reinstall the drain plug. Torque to specification.
6. Add the recommended fluid to the bottom thread of the fill plug hole.
7. Reinstall the fill plug. Torque to specification.
8. Check for leaks. Discard used fluid properly.



Drain Plug  
(bottom view)

# MAINTENANCE Exhibit 6 - Owner's Manual

## Gearcases

### Gearcase Specification Chart

Use of other fluids may result in improper operation of components. See page 116 for the part numbers of POLARIS products.

Gearcase	Lubricant	Capacity	Fill Plug Torque	Drain Plug Torque
Transmission (Main Gearcase)	Premium AGL Synthetic Gearcase Fluid	44 oz. (1300 ml)	10-14 ft. lbs. (14-19 Nm)	10-14 ft. lbs. (14-19 Nm)
Demand Drive Unit (Front Gearcase)	Demand Drive Plus Fluid	6.75 oz. (200 ml)	10-14 ft. lbs. (14-19 Nm)	10-14 ft. lbs. (14-19 Nm)

## Spark Plugs

### Spark Plug Gap/Torque

Electrode Gap	Spark Plug Torque
0.7-0.8 mm	10 ft. lbs. (13.5 Nm)

**NOTICE:** Using non-recommended spark plugs can result in serious engine damage. Always use POLARIS-recommended spark plugs. Refer to the specifications section beginning on page 114.

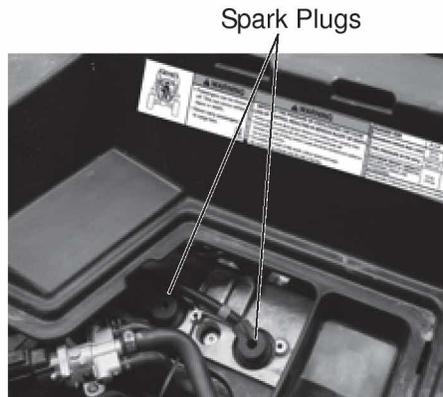
Spark plug condition is indicative of engine operation. The spark plug firing end condition should be read after the engine is warmed up and the vehicle is driven at higher speeds. Immediately check the spark plug for correct color. See page 81.

**CAUTION!** A hot exhaust system and engine can cause burns. Wear protective gloves when removing a spark plug for inspection.

## Spark Plugs

### Spark Plug Removal and Replacement

1. Remove the cargo box access panel.
2. Clean the area around the spark plugs before removing the plugs.
3. Remove the spark plug caps.
4. Using the spark plug wrench provided in the tool kit, remove the plugs by rotating them counter-clockwise.
5. Reverse the procedure for spark plug installation. Torque to specification. See page 80.



### Spark Plug Condition

#### Normal Plug

The normal insulator tip is gray, tan or light brown. There will be few combustion deposits. The electrodes are not burned or eroded. This indicates the proper type and heat range for the engine and the service.

**Tip:** The tip should not be white. A white insulator tip indicates overheating, caused by use of an improper spark plug or incorrect throttle body adjustments.

#### Wet Fouled Plug

The wet fouled insulator tip is black. A damp oil film covers the firing end. There may be a carbon layer over the entire nose. Generally, the electrodes are not worn. Fouling may be caused by excessive oil or by frequent short trips, especially in cold weather.

## MAINTENANCE Exhibit 6 - Owner's Manual

### Fuses

If the engine stops or will not start, or if you experience other electrical failures, a fuse may need replacement. Locate and correct any short circuits that may have caused the blown fuse, then replace the fuse.

Main Fuse	Feature Supported
20A	Lights: Headlights, Taillights
10A	Drive: AWD
20A	Accessory: Winch Switch, 12V Power Receptacle
10A	Fuel Pump
20A	Electronic Engine Control, Starting
Power Fuse	Feature Supported
30A	Engine Control
30A	Lights, Drive, Accessories

The main fuse box is located under the dash, above the brake and throttle pedals. Spare fuses are provided in the fuse box.

The power fuse box is located under the driver's seat. Remove the engine access panel to access the fuse box.



Main Fuse Box

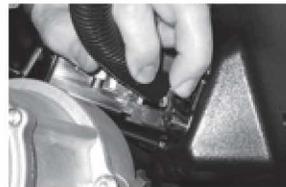


Power Fuse Box

## **Fuses**

### **Main Fuse Box**

1. Lift up on the two fuse box tabs.
2. Slide the fuse box slightly toward the right side of the vehicle to disengage it from the mount.
3. Remove the fuse box cover.
4. Remove the suspect fuse from the fuse panel. If the fuse is blown, install a new fuse with the same amperage rating.
5. Reinstall the fuse box cover. Reinstall the fuse box over the mount and slide it toward the left to engage the tabs. Be sure the fuse box is securely mounted.



Step 1 - Lift tabs



Step 3 - Cover removed

## MAINTENANCE Exhibit 6 - Owner's Manual

### Cooling System

The engine coolant level is maintained by the recovery system. The recovery system components are the overflow bottle, radiator vent fitting, radiator pressure cap and connecting hose.

As coolant operating temperature increases, the expanding (heated) excess coolant is forced out of the radiator, past the pressure cap, and into the overflow bottle. As engine coolant temperature decreases, the contracting (cooled) coolant is drawn back up from the tank, past the pressure cap, and into the radiator.

**Tip:** Some coolant level drop on new vehicles is normal as the system is purging itself of trapped air. Observe coolant levels and maintain as recommended by adding coolant to the overflow bottle.

### Adding or Changing Coolant

To ensure that the coolant maintains its ability to protect the engine, we recommend that the system be completely drained every two years and a fresh mixture of antifreeze and water added. See page 85 for changing procedure.

POLARIS recommends the use of POLARIS Premium 60/40 anti-freeze/coolant or a 50/50 mixture of high quality aluminum compatible anti-freeze/coolant and distilled water. POLARIS Premium 60/40 is already premixed and ready to use. Do not dilute with water. See page 116 for the part numbers of POLARIS products.

**Tip:** Always follow the manufacturer's mixing recommendations for the freeze protection required in your area.

Any time the cooling system has been drained for maintenance or repair, replace the coolant.

### Radiator and Cooling Fan

Always check and clean the screen and radiator fins at the intervals outlined in the Periodic Maintenance Chart beginning on page 65. Do not obstruct or deflect air flow through the radiator by installing unauthorized accessories in front of the radiator or behind the cooling fan. Interference with the radiator air flow can lead to overheating and consequent engine damage.

**NOTICE:** Washing the vehicle with a high-pressure hose could damage the radiator fins and impair the radiator's effectiveness. Using a high-pressure system is not recommended.

## Cooling System

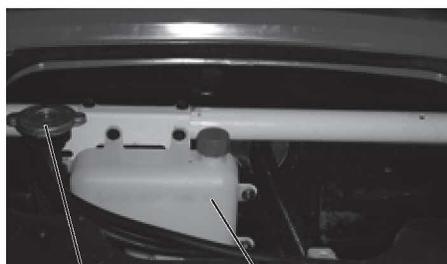
### Radiator Coolant Level/Changing Coolant

This procedure is required only if the cooling system has been drained for maintenance and/or repair. If the overflow bottle has run dry, the level in the radiator should also be inspected.

**CAUTION!** Escaping steam can cause burns. Never remove the pressure cap while the engine is warm or hot. Always allow the engine to cool before removing the pressure cap.

1. Remove the hood. See page 30.
2. Slowly remove the radiator pressure cap.
3. View the coolant level through the opening.
4. Use a funnel and slowly add coolant as needed.
5. Before reinstalling the pressure cap, bleed the system of trapped air. Remove the engine access panel behind the seats and use a flat-blade screwdriver to turn the bleed screw slightly, allowing the air to escape. Slowly add additional coolant to the radiator until air no longer escapes and only coolant flows from the bleed hole, then tighten the bleed screw.
6. Reinstall the pressure cap.

**Tip:** Use of a non-standard pressure cap will not allow the recovery system to function properly. See your dealer for the correct replacement part.



Pressure Cap

Overflow Bottle



Bleed Screw

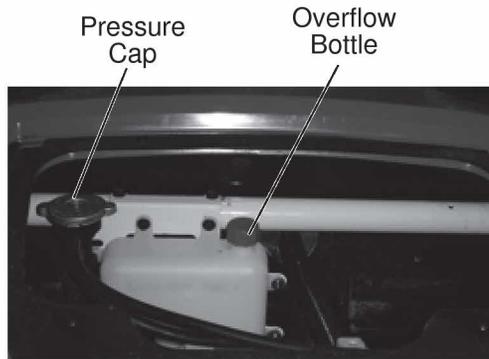
## MAINTENANCE Exhibit 6 - Owner's Manual

### Cooling System

#### Overflow Bottle Coolant Level

Always check and change the coolant at the intervals outlined in the Periodic Maintenance Chart beginning on page 65. Maintain the coolant level between the minimum and maximum marks on the bottle (when the fluid is cool). If the overflow bottle has run dry, the level in the radiator should also be inspected.

1. Position the vehicle on a level surface.
2. Remove the hood. See page 30.
3. View the coolant level in the overflow bottle.
4. Remove the cap and use a funnel to add coolant as needed to maintain the level between the two marks.
5. Reinstall the cap.



**Tip:** If coolant must be added often, or if the overflow bottle runs completely dry, there may be a leak in the system. Have the cooling system inspected by your POLARIS dealer.

## **MAINTENANCE**

### **POLARIS Variable Transmission (PVT) System**

#### **⚠ WARNING**

Failure to comply with the instructions in this warning can result in severe injury or death.

Do not modify any component of the PVT system. Doing so may reduce its strength so that a failure may occur at a high speed. The PVT system has been precision balanced. Any modification will cause the system to be out of balance, creating vibration and additional loads on components.

The PVT system rotates at high speeds, creating large amounts of force on clutch components. Extensive engineering and testing has been conducted to ensure the safety of this product. However, as the owner, you have the following responsibilities to make sure this system remains safe:

- Always follow all recommended maintenance procedures. Always look for and remove debris inside and around the clutch and vent system when replacing the belt.
- See your dealer as recommended in the owner's manual and on safety labels.
- This PVT system is intended for use on POLARIS products only. Do not install it in any other product.
- Always make sure the PVT housing is securely in place during operation.

## MAINTENANCE Exhibit 6 - Owner's Manual

### POLARIS Variable Transmission (PVT) System Belt Replacement/Debris Removal

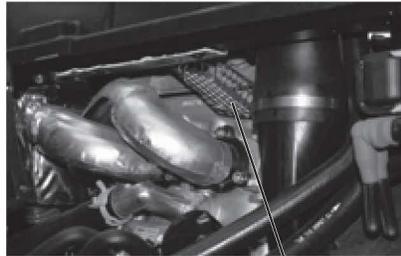
If a belt fails, always clean any debris from the duct and from the clutch and engine compartments when replacing the belt.

**WARNING!** Failure to remove ALL debris when replacing the belt could result in vehicle damage and severe injury or death.

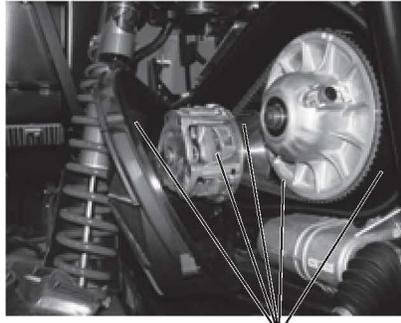
1. Remove the engine access cover and thoroughly clean all debris from the aluminum debris basket and from the engine compartment.
2. Remove the clutch cover screws and open the clutch cover. (It does not have to be removed from the vehicle.) Remove all debris wrapped in and around the PVT system.

**Tip:** Use the shock/clutch tool from the tool kit to slightly open the sheaves to aid in debris removal and belt installation.

*(Continued on next page)*



Debris Basket



Remove ALL Debris



Insert hooked end of tool.



Apply force to opposite end of tool to spread sheaves.

**POLARIS Variable Transmission (PVT) System  
Belt Replacement/Debris Removal**

3. Remove all debris from the entire clutch air duct passage.
4. Check for signs of damage to seals on the transmission and engine. See your dealer promptly for service if any seals appear to be damaged.

**Tip:** Belt slip is responsible for creating excessive heat that destroys belts, wears clutch components and causes outer clutch covers to fail. Switch to low range while operating at slower speeds to extend the life of the PVT components (belt, cover, etc.).



Clutch Air Duct

**PVT Drying**

There may be some instances when water is accidentally ingested into the PVT system. Use the following instructions to dry it out before operating.

1. Remove the clutch cover drain plug.
2. Allow the water to drain. Reinstall the drain plug.
3. Place the transmission in PARK. Apply the brakes.
4. Start the engine.
5. Apply varying throttle for 10-15 seconds to expel the moisture and air-dry the belt and clutches. Do not hold the throttle wide open for more than 10 seconds.
6. Allow the engine RPM to settle to idle speed. Apply the brakes. Shift the transmission to the lowest available range.
7. Test for belt slippage. If the belt slips, repeat the process.
8. Take the vehicle to your dealer for service as soon as possible.

## MAINTENANCE

Exhibit 6 - Owner's Manual

### Filter Systems

#### Fuel Tank Vent Filter

If the engine sputters, the inline fuel tank vent filter may be clogged. Do not attempt to clean the filter. Replace the filter with a new filter.

1. Remove the driver's seat.

**Tip:** Note the direction of the arrow on the filter before removing it.

2. Remove the filter and install the new filter. Make sure the direction of the arrow is the same as noted before filter removal.
3. Reinstall the seat.

Fuel Tank Vent Filter



#### Intake Pre-Filters

The engine intake pre-filter is located on the left side of the cargo box. The PVT intake pre-filter is located on the right side of the cargo box.

Inspect the pre-filters before each use of the vehicle. Remove the pre-filters and use compressed air to clean them frequently to ensure adequate air flow.

PVT Intake Pre-Filter

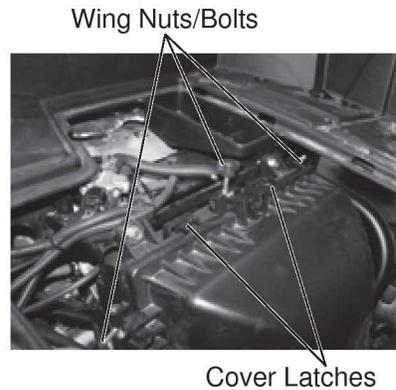


## Filter Systems

### Air Filter

Always change the air filter at the intervals outlined in the Periodic Maintenance Chart beginning on page 65.

1. Remove the cargo box access panel.
2. Loosen the air box cover wing nuts and rotate the bolts away from the cover.
3. Release the cover latches.
4. Pull the cover rearward far enough to remove the air filter.
5. Inspect the air box for oil or water deposits. Wipe away any deposits with a clean cloth.
6. Install a new filter if needed. Do not attempt to clean the air filter.
7. Close the air box cover and tighten the wing nuts securely.



## **MAINTENANCE** Exhibit 6 - Owner's Manual

### **Spark Arrester**

#### **⚠ WARNING**

Failure to heed the following warnings while servicing the spark arrester could result in serious injury or death.

Do not perform clean-out immediately after the engine has been run, as the exhaust system becomes very hot. Serious burns could result from contact with the exhaust components. Allow components to cool sufficiently before proceeding.

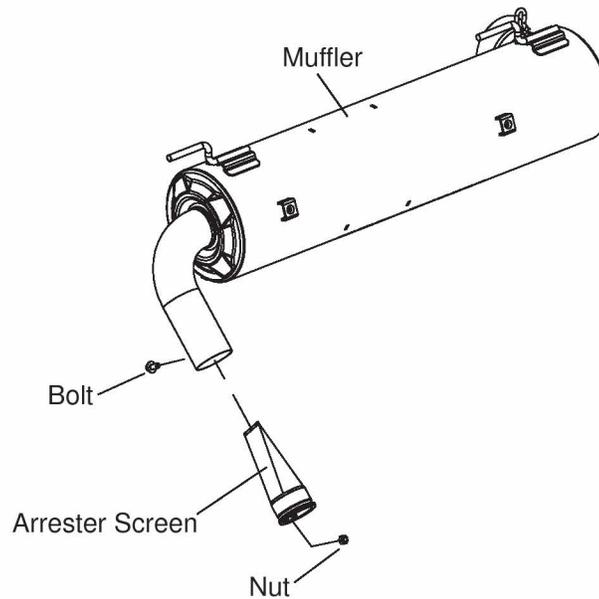
Wear eye protection and gloves.

Never run the engine in an enclosed area. Exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness or death in a very short time.

## Spark Arrester

Periodically clean the spark arrester to remove accumulated carbon.

1. Remove the arrester retaining bolt and nut.
2. Remove the arrester from the end of the muffler.
3. Use a non-synthetic brush to clean the arrester screen. A synthetic brush may melt if components are warm. If necessary, blow debris from the screen with compressed air.
4. Inspect the screen for wear and damage. Replace a worn or damaged screen.
5. Reinstall the arrester. Torque bolt to 9-11 ft. lbs. (12-15 Nm).



## MAINTENANCE

Exhibit 6 - Owner's Manual

### Throttle System

#### **⚠ WARNING**

Failure to check or maintain proper operation of the throttle system can result in an accident and lead to serious injury or death if the throttle pedal sticks during operation.

Never start or operate this vehicle if it has a sticking or improperly operating throttle pedal.

Immediately contact your dealer for service if throttle problems arise.

Always check the pedal for free movement and return before starting the engine and occasionally during operation.

#### **Throttle Freeplay**

If the throttle pedal has excessive play due to cable stretch or misadjustment, it will cause a delay in throttle response, especially at low engine speed. The throttle may also not open fully.

If the throttle pedal has no freeplay, the throttle may be hard to control, and the idle speed may be erratic. If engine idle speed is not satisfactory, please see your POLARIS dealer for adjustment.

#### **Throttle Body/Idle RPM**

Idle RPM is preset by the manufacturer. If the engine idle speed is not satisfactory, please see your POLARIS dealer for adjustment.



Throttle Pedal

## Brakes

The front and rear brakes are hydraulic disc type brakes activated by the brake pedal. See page 35.

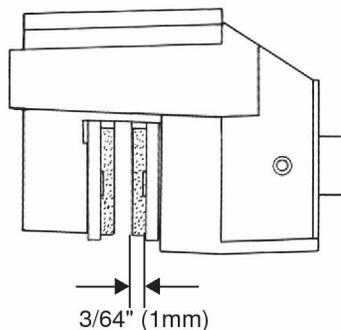
Always check brake pedal travel and the brake fluid reservoir level before each use of the vehicle. When applied, the brake pedal should feel firm. Any sponginess would indicate a possible fluid leak or low brake fluid level, which must be corrected before riding. See page 96 for brake fluid information.

If you discover any irregularities in brake system operation, including excessive pedal travel, contact your dealer for proper diagnosis and repairs.

**WARNING!** Operating the vehicle with a spongy brake pedal can result in loss of braking, which could cause an accident resulting in severe injury or death. Never operate the vehicle with a spongy-feeling brake pedal.

### Brake Inspection

1. Check the brake system for fluid leaks.
2. Check the brake pedal for excessive travel or a spongy feel.
3. Check the friction pads for wear, damage and looseness.
4. Inspect the brake pad wear surface for excessive wear.
5. Change pads when worn to 3/64" (1 mm).



## MAINTENANCE Exhibit 6 - Owner's Manual

### Brakes

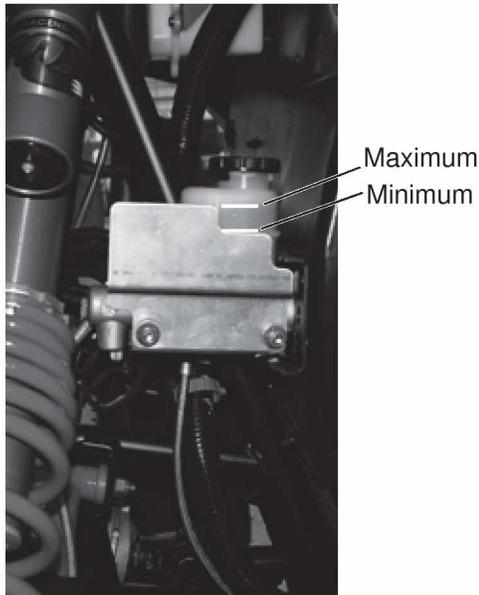
#### Brake Fluid

Inspect the level of the brake fluid before each operation. If the fluid level is low add DOT 4 brake fluid only. See page 116 for the part numbers of POLARIS products.

**WARNING!** After opening a bottle of brake fluid, always discard any unused portion. Never store or use a partial bottle. Brake fluid is hygroscopic, meaning it rapidly absorbs moisture from the air. The moisture causes the boiling temperature of the brake fluid to drop, which can lead to early brake fade and the possibility of accident or severe injury.

Change the brake fluid every two years and any time the fluid becomes contaminated, the fluid level is below the minimum, or if the type and brand of the fluid in the reservoir are unknown. Access the brake fluid reservoir through the left front wheel well.

1. Position the vehicle on a level surface.
2. Place the transmission in PARK.
3. View the brake fluid level in the reservoir. The level should be between the maximum and minimum level lines.
4. If the fluid level is lower than the lower level line, add brake fluid to the upper line.
5. Apply the brake forcefully for a few seconds and check for fluid leakage around the fittings.



## Suspension Settings

### Front/Rear Spring Preload

The factory setting is appropriate for nearly all riding conditions. If desired, the suspension may be adjusted to maintain vehicle clearance height when carrying loads. Use the shock/clutch tool from the tool kit to aid in making suspension adjustments. Elevate the vehicle slightly for easier adjustment.

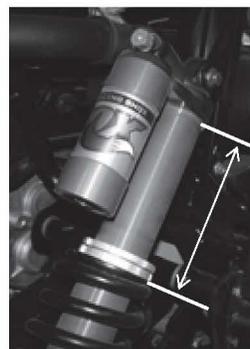
Factory Preload Settings	
Premium Front	7.625" (193.7 mm)
Premium Rear	3.625" (92.1 mm)

*Follow these guidelines if you make adjustments to this suspension.*

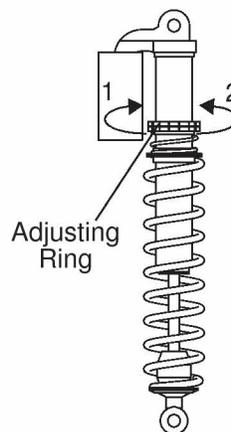
- Always return the suspension to the factory setting after the load is removed from the vehicle. The increased suspension height will negatively impact vehicle stability when operating without a load.
  - Always apply the same adjustment setting to *all four wheels*.
  - Do not increase the spring preload by more than one inch (25.4 mm) over the factory setting.
1. Elevate the vehicle to allow the suspension to fully extend.
  2. Loosen the jam nut and back it away from the adjusting ring.
  3. Turn the adjusting ring to the left (1) to increase preload for a stiffer ride. Turn the adjusting ring to the right (2) to decrease preload for a softer ride.

**WARNING!** Uneven adjustment may cause poor handling of the vehicle, which could result in an accident. Always adjust both the left and right spring preloads equally or have your POLARIS dealer perform the adjustments.

4. Tighten the jam nut firmly against the adjuster ring.



Preload Setting Measurement



# MAINTENANCE Exhibit 6 - Owner's Manual

## Suspension Settings

### Front/Rear Shock Compression

The compression damping clicker knob is located on top of the shock reservoir. When the knob is turned clockwise until it stops, the damping is in the fully closed position.

1. Turn the clicker clockwise to increase compression damping.
2. Turn the clicker counter-clockwise to decrease compression damping.

Setting	Compression Damping
Softest	20 clicks from closed
Factory	10 clicks from closed
Firmest	2 clicks from closed



**Tires**

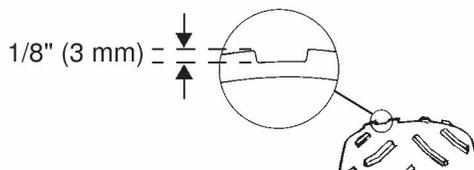
**⚠ WARNING**

Operating your vehicle with worn tires will increase the possibility of skidding, loss of control and an accident, which could result in serious injury or death. Always replace tires when the tread depth measures 1/8" (3 mm) or less.

Improper tire inflation or the use of non-standard size or type of tires may adversely affect vehicle handling, which could result in vehicle damage or personal injury. Always maintain proper tire pressure. When replacing tires, always use original equipment size and type.

**Tire Tread Depth**

Always replace tires when tread depth is worn to 1/8" (3 mm) or less.



**Axle and Wheel Nut Torque Specifications**

Inspect the following items occasionally for tightness, and if they've been loosened for maintenance service. *Do not lubricate the stud or the lug nut.*

Lug Nut (Aluminum Wheels)		Front and Rear	30 ft. lbs. (41 Nm) PLUS 1/4 TURN
Hub Retaining Nut		Front and Rear	80 ft. lbs. (108 Nm)

## MAINTENANCE Exhibit 6 - Owner's Manual

### Tires

#### Wheel Removal

1. Position the vehicle on a level surface.
2. Place the transmission in PARK. Stop the engine.
3. Loosen the wheel nuts slightly.
4. Elevate the side of the vehicle by placing a suitable stand under the frame.
5. Remove the wheel nuts and washers. Remove the wheel.

#### Wheel Installation

1. Place the transmission in PARK.
2. Place the wheel in the correct position on the wheel hub. Be sure the valve stem is toward the outside and rotation arrows on the tire point toward forward rotation.

**WARNING!** Improperly installed wheels can adversely affect tire wear and vehicle handling, which can result in serious injury or death. Always ensure that all nuts are torqued to specification. Do not service axle nuts that have a cotter pin installed. See your POLARIS dealer.

3. Attach the wheel nuts and washers and finger tighten.
4. Carefully lower the vehicle to the ground.
5. Torque the wheel nuts to specification. See page 99.

**Right Rear Wheel**  
(type varies by model)



## Lights

Headlight and taillight lenses become dirty during normal operation. Clean all lights frequently to ensure a clear field of vision as well as visibility to other vehicles.

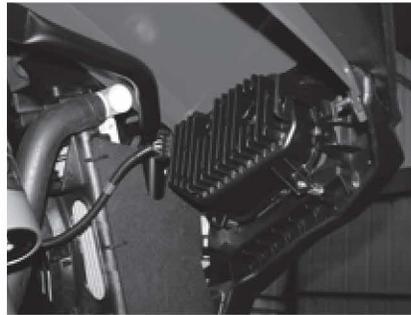
### Brake Lights

When the brake pedal is depressed, the brake light comes on. Check the brake light before each ride.

1. Turn the ignition switch to the ON position.
2. Apply the brakes. The brake light should come on after about 10 mm (0.4 in.) of pedal travel. If the light doesn't come on, check the bulb.

### Headlight Replacement

If a headlight becomes damaged or inoperable, the entire headlight assembly must be replaced.



Headlight Rear View

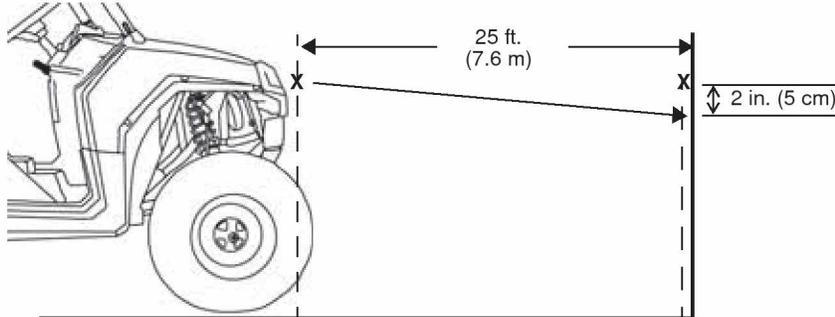
## MAINTENANCE Exhibit 6 - Owner's Manual

### Lights

#### Headlight Beam Adjustment

The headlight beam can be adjusted slightly upward or downward and to the left or right.

1. Position the vehicle on a level surface. The headlight should be approximately 25 ft. (7.6 m) from a wall.



2. Place the transmission in PARK.
3. Measure the distance from the floor to the center of the headlight and make a mark on the wall at the same height.
4. Apply the brakes. Start the engine. Turn the headlights to high beam.
5. Include the weight of a rider on the seat while performing this step. Observe the headlight aim. As a starting point, the most intense part of the headlight beam should be 2 inches (5 cm) below the mark on the wall. Adjust to operator preference.
6. Tighten or loosen the three (3) headlight screws to adjust the beam upward or downward or to the left or right.



Adjustment  
Screws

**Vehicle Immersion**

**NOTICE:** If your vehicle becomes immersed, major engine damage can result if the machine is not thoroughly inspected. Take the vehicle to your dealer before starting the engine.

If it's impossible to take your vehicle to a dealer before starting it, follow the steps outlined below.

1. Move the vehicle to dry land.
2. Check the air box. If water is present, dry the air box and replace the filter with a new filter.
3. Dry the spark plug wells with a clean cloth, then remove the spark plugs.
4. Turn the engine over several times.
5. Dry the spark plugs and reinstall them, or install new plugs.
6. Attempt to start the engine. If necessary, repeat the drying procedure.
7. Take the vehicle to your dealer for service as soon as possible, whether you succeed in starting it or not.
8. If water has been ingested into the PVT follow the procedure on page 89 for drying.

## **MAINTENANCE** Exhibit 6 - Owner's Manual

### **Steering Wheel Inspection**

Check the steering wheel for specified freeplay and smooth operation at the intervals outlined in the Periodic Maintenance Chart beginning on page 65.

1. Position the vehicle on level ground.
2. Lightly turn the steering wheel left and right.
3. There should be 0.8-1.0" (20-25 mm) of freeplay.
4. If there is excessive freeplay or strange noises, or if the steering feels rough or "catchy," have the steering system inspected by an authorized POLARIS dealer.

## Battery

### **⚠ WARNING**

Improperly connecting or disconnecting battery cables can result in an explosion and cause serious injury or death. When removing the battery, always disconnect the negative (black) cable first. When reinstalling the battery, always connect the negative (black) cable last.

Your vehicle has a sealed battery, which requires little maintenance. Always keep battery terminals and connections free of corrosion. If cleaning is necessary, remove the corrosion with a stiff wire brush. Wash with a solution of one tablespoon baking soda and one cup water. Rinse well with tap water and dry off with clean shop towels. Coat the terminals with dielectric grease or petroleum jelly.

### **Battery Removal**

1. Remove the driver's seat. See page 28.
2. Disconnect the black (negative) battery cable first.
3. Disconnect the red (positive) battery cable last.
4. Remove the battery hold-down strap.
5. Lift the battery out of the vehicle.

## **MAINTENANCE** Exhibit 6 - Owner's Manual

### **Battery**

#### **Battery Installation**

Using a new battery that has not been fully charged can damage the battery and result in a shorter life. It can also hinder vehicle performance. Follow the battery charging instructions on page 107 before installing the battery.

1. Ensure that the battery is fully charged.
2. Place the battery in the battery holder.
3. Coat the terminals with dielectric grease or petroleum jelly.
4. Secure the battery hold-down strap.
5. Connect and tighten the red (positive) cable first.
6. Connect and tighten the black (negative) cable last.
7. Verify that cables are properly routed.
8. Reinstall the driver's seat.

#### **Battery Storage**

Whenever the vehicle is not used for a period of three months or more, recharge the battery about once a month to make up for normal self-discharge (see page 107), or use a POLARIS Battery Tender, which can be left connected during the storage period. Battery Tender will automatically charge the battery if voltage drops below a pre-determined point. See page 116 for the part numbers of POLARIS products.

During the storage period, park the vehicle out of the sun in a cool, dry place or remove the battery and store it in a cool, dry place.

## **Battery**

### **Battery Charging**

The following battery charging instructions apply only to the installation of a sealed battery. Read all instructions before proceeding with the installation of this battery.

The sealed battery is already filled with electrolyte and has been sealed and *fully charged* at the factory. *Never* pry the sealing strip off or add any other fluid to this battery.

A sealed battery must always be maintained with a full charge. Since the battery is sealed and the sealing strip cannot be removed, you must use a voltmeter or multimeter to measure DC voltage.

**WARNING!** An overheated battery may explode, causing severe injury or death. Always watch charging times carefully. Stop charging if the battery becomes very warm to the touch. Allow it to cool before resuming charging.

For a refresh charge, follow all instructions carefully.

1. The battery should be disconnected from a load or charger for at least two hours before checking voltage. Check the battery voltage with a voltmeter or multimeter. A fully charged battery will register 12.8 V or higher.
2. If the voltage is less than 12.8 volts, recharge the battery at 1.2 amps or less until battery voltage is 12.8 or greater.
3. When using an automatic charger, refer to the charger manufacturer's instructions for recharging. When using a constant current charger, use the guidelines on the next page for recharging.

## MAINTENANCE Exhibit 6 - Owner's Manual

### Battery Battery Charging

Always verify battery condition before and 1-2 hours after the end of charging.

<b>State of Charge</b>	<b>Voltage</b>	<b>Action</b>	<b>Charge Time</b> <small>(Using constant current charger @ standard amps specified on top of battery)</small>
100%	12.8-13.0 volts	None, check at 3 mos. from date of manufacture	None required
75%-100%	12.5-12.8 volts	May need slight charge, if no charge given, check in 3 months	3-6 hours
50%-75%	12.0-12.5 volts	Needs charge	5-11 hours
25%-50%	11.5-12.0 volts	Needs charge	At least 13 hours, verify state of charge
0%-25%	11.5 volts or less	Needs charge with desulfating charger	At least 20 hours

## Cleaning and Storage

### Washing the Vehicle

Keeping your POLARIS vehicle clean will not only improve its appearance but it can also extend the life of various components.

**NOTICE:** Water in the PVT system could cause the drive belt to become wet and slip in the clutches. Always avoid spraying water directly toward any intake pre-filters.

High water pressure may damage components. POLARIS recommends washing the vehicle by hand or with a garden hose, using mild soap.

Certain products, including insect repellents and chemicals, will damage plastic surfaces. Do not allow these types of products to contact the vehicle.

PVT Intake Pre-Filter



The best and safest way to clean your POLARIS vehicle is with a garden hose and a pail of mild soap and water.

1. Use a professional-type washing cloth, cleaning the upper body first and the lower parts last.
2. Rinse with clean water frequently.
3. Dry surfaces with a chamois to prevent water spots.

### Washing Tips

- Avoid the use of harsh cleaners, which can scratch the finish.
- Do not use a power washer to clean the vehicle.
- Do not use medium to heavy duty compounds on the finish.
- Always use clean cloths and pads for cleaning and polishing. Old or reused cloths and pads may contain dirt particles that will scratch the finish.

## **MAINTENANCE** Exhibit 6 - Owner's Manual

### **Cleaning and Storage**

#### **Washing the Vehicle**

If a high pressure water system is used for cleaning (not recommended), exercise extreme caution. The water may damage components and could remove paint and labels. Avoid directing the water stream at the following items:

- Wheel bearings
- Radiator
- Transmission seals
- Brakes
- Cab and body panels
- Labels and decals
- Electrical components and wiring
- Air intake components

If warning and safety labels are damaged, contact your POLARIS dealer for free replacement.

Grease all zerk fittings immediately after washing. Allow the engine to run for a while to evaporate any water that may have entered the engine or exhaust system.

#### **Polishing the Vehicle**

POLARIS recommends the use of common household aerosol furniture polish for polishing the finish on your POLARIS vehicle. Follow the instructions on the container.

#### **Polishing Tips**

- Avoid the use of automotive products, some of which can scratch the finish of your vehicle.
- Always use clean cloths and pads for cleaning and polishing. Old or reused cloths and pads may contain dirt particles that will scratch the finish.

## **Cleaning and Storage**

### **Storage Tips**

**NOTICE:** Starting the engine during the storage period will disturb the protective film created by fogging and damage could occur. Never start the engine during the storage period.

### **Clean the Exterior**

Make any necessary repairs and clean the vehicle as recommended. See page 109.

### **Stabilize the Fuel**

1. Fill the fuel tank.
2. Add POLARIS Carbon Clean Fuel Treatment or POLARIS Fuel Stabilizer. Follow the instructions on the container for the recommended amount. Carbon Clean removes water from fuel systems, stabilizes fuel and removes carbon deposits from pistons, rings, valves and exhaust systems.
3. Allow the engine to run for 15-20 minutes to allow the stabilizer to disperse through the entire fuel delivery system.

### **Oil and Filter**

Change the oil and filter. See page 74.

### **Air Filter / Air Box**

Replace the air filter. See page 91. Clean the air box. Drain the sediment tube.

### **Fluid Levels**

Inspect the fluid levels. Add or change fluids as recommended in the Periodic Maintenance Chart beginning on page 65.

- Demand drive fluid (front gearcase)
- Rear gearcase fluid (if equipped)
- Transmission fluid
- Brake fluid (change every two years and any time the fluid looks dark or contaminated)
- Coolant (test strength/fill)

## **MAINTENANCE** Exhibit 6 - Owner's Manual

### **Cleaning and Storage**

#### **Storage Tips**

##### **Inspect and Lubricate**

Inspect all cables and lubricate all areas of the vehicle as recommended in the Periodic Maintenance Chart beginning on page 65.

##### **Fog the Engine**

1. Treat the fuel system with POLARIS Carbon Clean. Follow the instructions on the container. Start the engine. Allow it to idle for several minutes so the Carbon Clean reaches the injectors. Stop the engine.
2. Remove the spark plugs and add 2-3 tablespoons of engine oil. To access the plug holes, use a section of clear 1/4" hose and a small plastic squeeze bottle filled with the pre-measured amount of oil. *Do this carefully! If you miss the plug holes, oil will drain from the spark plug cavities into the hole at the front of the cylinder head, and appear to be an oil leak.*
3. Reinstall the spark plugs. Torque to specification. See page 81.
4. Apply dielectric grease to the inside of each spark plug cap. *Do not reinstall the caps onto the plugs at this step.*
5. Turn the engine over several times. Oil will be forced in and around the piston rings and ring lands, coating the cylinder with a protective film of fresh oil.
6. If POLARIS fuel system additive is not used, fuel tank, fuel lines, and injectors should be completely drained of gasoline.
7. Reinstall the spark plug caps to the spark plugs.

##### **Battery Maintenance**

See pages 106-108 for storage and charging procedures.

##### **Storage Area/Covers**

Be sure the storage area is well ventilated. Cover the vehicle with a genuine POLARIS cover. Do not use plastic or coated materials. They do not allow enough ventilation to prevent condensation, and may promote corrosion and oxidation.

## Cleaning and Storage

### Removal from Storage

1. Charge the battery if necessary.
2. Make sure the spark plug is tight.
3. Fill the fuel tank with fuel.
4. Check all the points listed in the Daily Pre-Ride Inspection section on page 48. Tightness of the bolts, nuts and other fasteners should be checked by an authorized POLARIS dealer.
5. Lubricate at the intervals outlined in the Periodic Maintenance Chart beginning on page 65.

**WARNING!** Engine exhaust contains poisonous carbon monoxide and can cause loss of consciousness or death. Never run an engine in an enclosed area.

## Transporting the Vehicle

Follow these procedures when transporting the vehicle.

1. Place the transmission in PARK. Stop the engine.
2. Remove the key to prevent loss during transporting.
3. Secure the fuel cap and seats.
4. Always tie the frame of the POLARIS vehicle to the transporting unit securely with suitable straps or rope. Do not attach tie straps to the front control arm bolt pockets.

Front Tie-Down Points  
(one on each side)



Rear Tie-Down Points



# SPECIFICATIONS

2007-2008 Yamaha Exhibit 6 - Owner's Manual

<b>RANGER RZR XP 900</b>	
Gross Vehicle Weight	1930 lbs. (875 kg)
Dry Weight	1190 lbs. (540 kg)
Rear Cargo Box Capacity	300 lbs. (136 kg)
Maximum Weight Capacity (Payload)	740 lbs. (336.4 kg) (including riders, cargo and accessories)
Fuel Capacity	7.75 gal. (29 l)
Engine Oil Capacity	3.5 qts. (3.3 l)
Coolant Capacity	4.9 qts. (4.6 l)
Demand Drive Fluid Capacity	6.75 oz. (200 ml)
Transmission Oil Capacity	44 oz. (1300 ml)
Overall Length/Width/Height	108.4/64/73 in. (275/162.5/185.4 cm)
Wheelbase	81.4 in. (206.8 cm)
Ground Clearance	13 in. (33 cm)
Engine	4-Stroke DOHC Twin Cylinder
Displacement	875 cc
Bore x Stroke	93mm x 64.4mm
Alternator Output	720 W @ 3000 RPM
Compression Ratio	10.5:1
Starting System	Electric
Fuel System	Electronic fuel injection
Ignition System	ECU
Spark Plug / Gap	RG4YCX / 0.7-0.8 mm
Front Suspension	Independent double a-arm with 13.5 in. (34.3 cm) travel
Rear Suspension	Independent trailing arms with 14 in. (35.5 cm) travel

**SPECIFICATIONS**

<b>RANGER RZR XP 900</b>	
Lubrication System	Dry Sump
Driving System Type	Automatic POLARIS Variable Transmission
Shift Type	Dual Range P/R/N/L/H
Gear Reduction - Low	6.45:1
Gear Reduction - Reverse	5.776:1
Gear Reduction - High	3.037:1
Drive Ratio - Front	3.82:1
Drive Ratio - Final	3.53:1
Tire Size - Front	27x9-12
Tire Size - Rear	27x11-12
Tire Pressure - Front	12 psi (82.7 KPa)
Tire Pressure - Rear	14 psi (96.5 KPa)
Brakes, Front/Rear	Foot Activated, 4-wheel hydraulic disc
Headlights	2 dual beam, 6-LED cluster, 40w High / 27w Low
Taillights	2 single beam, 5w
Brake Lights	2 single beam, 5w
Instrument Cluster	LCD
Auxiliary DC Outlet	12V

**Clutching**

Please see your POLARIS dealer for clutching specifications.

# POLARIS PRODUCTS

2870791, 2870792, 2870793, 2870794, 2870795, 2870796, 2870797, 2870798, 2870799, 2870800, 2870801, 2870802, 2870803, 2870804, 2870805, 2870806, 2870807, 2870808, 2870809, 2870810, 2870811, 2870812, 2870813, 2870814, 2870815, 2870816, 2870817, 2870818, 2870819, 2870820, 2870821, 2870822, 2870823, 2870824, 2870825, 2870826, 2870827, 2870828, 2870829, 2870830, 2870831, 2870832, 2870833, 2870834, 2870835, 2870836, 2870837, 2870838, 2870839, 2870840, 2870841, 2870842, 2870843, 2870844, 2870845, 2870846, 2870847, 2870848, 2870849, 2870850, 2870851, 2870852, 2870853, 2870854, 2870855, 2870856, 2870857, 2870858, 2870859, 2870860, 2870861, 2870862, 2870863, 2870864, 2870865, 2870866, 2870867, 2870868, 2870869, 2870870, 2870871, 2870872, 2870873, 2870874, 2870875, 2870876, 2870877, 2870878, 2870879, 2870880, 2870881, 2870882, 2870883, 2870884, 2870885, 2870886, 2870887, 2870888, 2870889, 2870890, 2870891, 2870892, 2870893, 2870894, 2870895, 2870896, 2870897, 2870898, 2870899, 2870900, 2870901, 2870902, 2870903, 2870904, 2870905, 2870906, 2870907, 2870908, 2870909, 2870910, 2870911, 2870912, 2870913, 2870914, 2870915, 2870916, 2870917, 2870918, 2870919, 2870920, 2870921, 2870922, 2870923, 2870924, 2870925, 2870926, 2870927, 2870928, 2870929, 2870930, 2870931, 2870932, 2870933, 2870934, 2870935, 2870936, 2870937, 2870938, 2870939, 2870940, 2870941, 2870942, 2870943, 2870944, 2870945, 2870946, 2870947, 2870948, 2870949, 2870950, 2870951, 2870952, 2870953, 2870954, 2870955, 2870956, 2870957, 2870958, 2870959, 2870960, 2870961, 2870962, 2870963, 2870964, 2870965, 2870966, 2870967, 2870968, 2870969, 2870970, 2870971, 2870972, 2870973, 2870974, 2870975, 2870976, 2870977, 2870978, 2870979, 2870980, 2870981, 2870982, 2870983, 2870984, 2870985, 2870986, 2870987, 2870988, 2870989, 2870990, 2870991, 2870992, 2870993, 2870994, 2870995, 2870996, 2870997, 2870998, 2870999, 2871000

Part Number	Description
<b>Engine Lubricant</b>	
2870791	Fogging Oil (12 oz./355 ml Aerosol)
2876244	PS-4 PLUS Synthetic Engine Oil (qt./.95 l)
2876245	PS-4 PLUS Synthetic Engine Oil (gal./3.8 l)
<b>Gearcase / Transmission Lubricants</b>	
2878068	AGL PLUS Transmission Fluid (qt./.95 l)
2878069	AGL PLUS Transmission Fluid (gal./3.8 l)
2871653	Premium ATV Angle Drive Fluid (8 oz./237 ml)
2872276	Premium ATV Angle Drive Fluid (2.5 gal./9.5 l)
2870465	Pump for Gallon (3.8 l) Jug
2877922	Demand Drive Plus Fluid (qt./.95 l)
2877923	Demand Drive Plus Fluid (gal./3.8 l)
<b>Coolant</b>	
2871323	60/40 Coolant (gal./3.8 l)
2871534	60/40 Coolant (qt./.95 l)
<b>Grease / Specialized Lubricants</b>	
2871312	Grease Gun Kit, Premium All Season
2871322	Premium All Season Grease (3 oz./89 ml cartridge)
2871423	Premium All Season Grease (14 oz./414 ml cartridge)
2871460	Starter Drive Grease
2871515	Premium U-Joint Lube (3 oz./89 ml cartridge)
2871551	Premium U-Joint Lube (14 oz./414 ml cartridge)
2871329	Dielectric Grease (Nyogel™)
<b>Additives / Miscellaneous</b>	
2871326	Carbon Clean Plus
2870652	Fuel Stabilizer
2872189	DOT 4 Brake Fluid
2871956	Loctite™ 565 Thread Sealant
2859044	POLARIS Battery Tender™ Charger

**TROUBLESHOOTING****Drive Belt Wear/Burn**

<b>Possible Cause</b>	<b>Solution</b>
Driving onto a pickup or tall trailer in high range	Use low range during loading.
Starting out going up a steep incline	Use low range. See warnings on page 56.
Driving at low RPM or ground speed (3-7 MPH/ 5-11 km/h)	Drive at a higher speed or use low range more frequently. See page 34.
Insufficient warm-up at low ambient temperatures	Warm the engine at least 5 minutes. With the transmission in neutral, advance the throttle to about 1/8 throttle in short bursts, 5 to 7 times. The belt will become more flexible and prevent belt burning.
Slow/easy clutch engagement	Use the throttle quickly and effectively.
Hauling heavy cargo/pushing at low RPM/low ground speed	Use low range only.
Utility use/plowing	Use low range only.
Stuck in mud or snow	Shift the transmission to low range and carefully use fast, aggressive throttle application to engage clutch. <b>WARNING!</b> Excessive throttle may cause loss of control and vehicle overturn.
Climbing over large objects from a stopped position	Shift the transmission to low range and carefully use fast, brief, aggressive throttle application to engage clutch. <b>WARNING!</b> Excessive throttle may cause loss of control and vehicle overturn.
Belt slippage from water or snow ingestion into the PVT system	Dry out the PVT (see page 89). Prevent water from entering the PVT outlet duct (see page 109). Inspect clutch seals for damage if repeated leaking occurs.
Clutch malfunction	See your dealer.
Poor engine performance	Check for fouled plugs or foreign material in gas tank or fuel lines. See your dealer.
Slippage from failure to warm up belt	Always warm up the belt by operating below 30 MPH (48 km/h) for one mile (1.5 km) and for 5 miles (8 km) or more when temperature is below freezing.
Wrong or missing belt	Install the recommended belt.
Improper break-in	Always break in a new belt and/or clutch. See page 46.
Failed belt	Remove the belt and clean away any debris from the clutch box, clutch duct and engine compartment. Install a new belt. <b>WARNING!</b> Failure to remove ALL debris when replacing the belt could result in vehicle damage and severe injury or death. See page 88.

## TROUBLESHOOTING 2015-2017 F1088 1.8L I4 16V Owner's Manual

### Engine Doesn't Turn Over

Possible Cause	Solution
Low battery voltage	Recharge the battery to 12.8 VDC
Loose battery connections	Check all connections and tighten
Loose solenoid connections	Check all connections and tighten
Loose electronic control box connections	Inspect, clean, reinstall connectors
Mechanical failure	See your dealer

### Engine Turns Over, Fails to Start

Possible Cause	Solution
Out of fuel	Refuel
Clogged fuel filter	See your dealer
Water is present in fuel	Drain the fuel system and refuel
Old or non-recommended fuel	Replace with fresh recommended fuel
Fouled or defective spark plugs	Inspect plugs and replace if necessary
No spark to spark plug	Inspect plugs and replace if necessary
Water or fuel in crankcase	Immediately see your dealer
Low battery voltage	Recharge the battery to 12.8 VDC
Loose ignition connections	Check all connections and tighten
Mechanical failure	See your dealer

### Engine Backfires

Possible Cause	Solution
Out of fuel	Refuel
Weak spark from spark plug	Inspect, clean and/or replace spark plugs
Incorrect spark plug gap or heat range	Set gap to specs or replace plugs
Old or non-recommended fuel	Replace with fresh recommended fuel
Incorrectly installed spark plug wires	See your dealer
Incorrect ignition timing	See your dealer
Loose ignition connections	Check all connections and tighten
Water present in fuel	Replace with fresh recommended fuel
Exhaust leak	Check all connections
Mechanical failure	See your dealer

**TROUBLESHOOTING****Engine Pings or Knocks**

Possible Cause	Solution
Poor quality or low octane fuel	Replace with recommended fuel
Incorrect ignition timing	See your dealer
Incorrect spark plug gap or heat range	Set gap to specs or replace plugs

**Engine Runs Irregularly, Stalls or Misfires**

Possible Cause	Solution
Fouled or defective spark plugs	Inspect, clean and/or replace spark plugs
Worn or defective spark plug wires	See your dealer
Incorrect spark plug gap or heat range	Set gap to specs or replace plugs
Loose ignition connections	Check all connections and tighten
Water present in fuel	Replace with new fuel
Low battery voltage	Recharge battery to 12.8 VDC
Kinked or plugged fuel tank vent line or filter	Inspect and replace
Kinked idle air control lines	Inspect; rotate lines to remove kink
Incorrect fuel	Replace with recommended fuel
Clogged air filter	Inspect and clean or replace
Other mechanical failure	See your dealer
Possible Lean Fuel Cause	Solution
Low or contaminated fuel	Add or change fuel, clean the fuel system
Low octane fuel	Replace with recommended fuel
Clogged fuel filter	See your dealer
Low fuel pressure	See your dealer

## TROUBLESHOOTING

2015 Honda Fit EX-L Owner's Manual

### Engine Stops or Loses Power

Possible Cause	Solution
Out of fuel	Refuel
Kinked or plugged fuel tank vent line or filter	Inspect and replace
Water is present in fuel	Replace with new fuel
Fouled or defective spark plugs	Inspect, clean and/or replace spark plug
Worn or defective spark plug wires	See your dealer
Incorrect spark plug gap or heat range	Set gap to specs or replace plug
Loose ignition connections	Check all connections and tighten
Low battery voltage	Recharge the battery to 12.8 VDC
Incorrect fuel	Replace with fresh recommended fuel
Clogged air filter	Inspect and clean or replace
Other mechanical failure	See your dealer
Overheated engine	Clean radiator screen and core, clean engine exterior, check coolant level, see your dealer if condition persists

## **WARRANTY**

### **LIMITED WARRANTY**

POLARIS Sales Inc., 2100 Highway 55, Medina, MN 55340, gives a SIX MONTH LIMITED WARRANTY on all components of your POLARIS vehicle against defects in material or workmanship. This warranty covers the parts and labor charges for repair or replacement of defective parts which are covered by this warranty. This warranty begins on the date of purchase. This warranty is transferable to another consumer during the warranty period through a POLARIS dealer.

### **REGISTRATION**

At the time of sale, the Warranty Registration Form must be completed by your dealer and submitted to POLARIS within ten days. Upon receipt of this registration, POLARIS will record the registration for warranty. No verification of registration will be sent to the purchaser as the copy of the Warranty Registration Form will be the warranty entitlement. If you have not signed the original registration and received the customer copy, please contact your dealer immediately. **NO WARRANTY COVERAGE WILL BE ALLOWED UNLESS YOUR VEHICLE IS REGISTERED WITH POLARIS.**

Initial dealer preparation and set-up of your vehicle is very important in ensuring trouble-free operation. Purchasing a machine in the crate or without proper dealer set-up will void your warranty coverage.

# WARRANTY

ATV91CV7E7085 Exhibit 6 - Owner's Manual

## WARRANTY COVERAGE AND EXCLUSIONS: LIMITATIONS OF WARRANTIES AND REMEDIES

The POLARIS limited warranty excludes any failures that are not caused by a defect in material or workmanship. This warranty does not cover accidental damage, normal wear and tear, abuse or improper handling. This warranty also does not cover any vehicle that has been altered structurally, modified, neglected, improperly maintained, used for racing, or used for purposes other than for which it was manufactured, or for any damages which occur during trailer transit or as a result of unauthorized service or the use of unauthorized parts. In addition, this warranty does not cover physical damage to paint or finish, stress cracks, tearing or puncturing of upholstery material, corrosion, or defects in parts, components or the vehicle due to fire, explosions or any other cause beyond POLARIS' control.

Warranty does not apply to parts exposed to friction surfaces, stresses, environmental conditions and/or contamination for which they were not designed or not intended, including but not limited to the following items:

- Wheels and tires
- Suspension components
- Brake components
- Seat components
- Clutches and components
- Steering components
- Batteries
- Light bulbs/Sealed beam lamps
- Finished and unfinished surfaces
- Carburetor/Throttle body components
- Engine components
- Drive belts
- Hydraulic components
- Circuit breakers/Fuses
- Electronic components

Warranty applies to the product only and does not allow for coverage of personal loss. Some items are considered "consumable," meaning they are considered part of normal maintenance or part of completing an effective repair. The following items are excluded from warranty coverage in the event of a warranty claim:

- Spark Plugs
- Filters
- Fuel
- Sealants
- Hotel fees
- Towing charges
- Mileage
- Rentals/Loss of product use
- Lubricants such as oil, grease, etc.
- Batteries (unless defective)
- Cosmetic damage/repair
- Coolants
- Meals
- Shipping/ handling fees
- Product pick-up/delivery
- Loss of vacation/personal time

**WARRANTY****LIMITATIONS OF WARRANTIES AND REMEDIES**

This warranty also excludes failures resulting from improper lubrication; improper engine timing; improper fuel; surface imperfections caused by external stress, heat, cold or contamination; operator error or abuse; improper component alignment, tension, adjustment or altitude compensation; failure due to snow, water, dirt or other foreign substance ingestion/contamination; improper maintenance; modified components; use of aftermarket components resulting in failure; unauthorized repairs; repairs made after the warranty period expires or by an unauthorized repair center; use of the product in competition or for commercial purposes. Warranty will not apply to any product which has been damaged by abuse, accident, fire or any other casualty not determined a defect of materials or workmanship.

This warranty does not cover the use of unauthorized lubricants, chemicals, or fuels that are not compatible with the vehicle. The exclusive remedy for breach of this warranty shall be, at POLARIS' exclusive option, repair or replacement of any defective materials, or components or products. THE REMEDIES SET FORTH IN THIS WARRANTY ARE THE ONLY REMEDIES AVAILABLE TO ANY PERSON FOR BREACH OF THIS WARRANTY. POLARIS SHALL HAVE NO LIABILITY TO ANY PERSON FOR INCIDENTAL, CONSEQUENTIAL OR SPECIAL DAMAGES OF ANY DESCRIPTION, WHETHER ARISING OUT OF EXPRESS OR IMPLIED WARRANTY OR ANY OTHER CONTRACT, NEGLIGENCE, OR OTHER TORT OR OTHERWISE. THIS EXCLUSION OF CONSEQUENTIAL, INCIDENTAL, AND SPECIAL DAMAGES IS INDEPENDENT FROM AND SHALL SURVIVE ANY FINDING THAT THE EXCLUSIVE REMEDY FAILED OF ITS ESSENTIAL PURPOSE. Some states do not permit the exclusion or limitation of incidental or consequential damages or implied warranties, so the above limitations or exclusions may not apply to you if inconsistent with controlling state law.

ALL IMPLIED WARRANTIES (INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE) ARE LIMITED IN DURATION TO THE ABOVE SIX MONTH WARRANTY PERIOD. POLARIS FURTHER DISCLAIMS ALL EXPRESS WARRANTIES NOT STATED IN THIS WARRANTY. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you if inconsistent with controlling state law.

## **WARRANTY**

ATV900LVE7085 Exhibit 6 - Owner's Manual

### **HOW TO OBTAIN WARRANTY SERVICE**

If your vehicle requires warranty service, you must take it to a POLARIS Servicing Dealer. When requesting warranty service you must present your copy of the Warranty Registration form to the dealer. (THE COST OF TRANSPORTATION TO AND FROM THE DEALER IS YOUR RESPONSIBILITY). POLARIS suggests that you use your original selling dealer; however, you may use any POLARIS Servicing Dealer to perform warranty service.

Please work with your dealer to resolve any warranty issues. Should your dealer require any additional assistance they will contact the appropriate person at POLARIS.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

If any of the above terms are void because of state or federal law, all other warranty terms will remain in effect.

### **Lubricants**

1. Mixing oil brands or using non-recommended oil may cause engine damage. We recommend the use of POLARIS engine oil.
2. Damage resulting from the use of non-recommended lubricants may not be covered by warranty.

### **SPARK ARRESTER**

POLARIS warrants that the spark arrester in this vehicle will meet the efficiency requirements of USFS standard 5100-1C for at least 1000 hours when subjected to normal use and when maintenance and installation are in accordance with POLARIS recommendations.

**Exported Vehicles**

EXCEPT WHERE SPECIFICALLY REQUIRED BY LAW, THERE IS NO WARRANTY OR SERVICE BULLETIN COVERAGE ON THIS VEHICLE IF IT IS SOLD OUTSIDE THE COUNTRY OF THE SELLING DEALER'S AUTHORIZED LOCATION.

This policy does not apply to vehicles that have received authorization for export from POLARIS Industries. Dealers may not give authorization for export. You should consult an authorized dealer to determine this vehicle's warranty or service bulletin coverage if you have any questions.

This policy does not apply to vehicles registered to government officials or military personnel on assignment outside the country of the selling dealer's authorized location.

This policy does not apply to Safety Bulletins.

**How to Get Service**

*In the Country where your vehicle was purchased:*

Warranty or Service Bulletin repairs must be done by an authorized POLARIS dealer. If you move or are traveling within the country where your vehicle was purchased, Warranty or Service Bulletin repairs may be requested from any authorized POLARIS dealer who sells the same line as your vehicle.

*Outside the Country where your vehicle was purchased:*

If you are traveling temporarily outside the country where your vehicle was purchased, you should take your vehicle to an authorized POLARIS dealer. You must show the dealer photo identification from the country of the selling dealer's authorized location as proof of residence. Upon residence verification, the servicing dealer will be authorized to perform the warranty repair.

*If You Move:*

If you move to another country, be sure to contact POLARIS Customer Assistance and the customs department of the destination country before you move. Vehicles importation rules vary considerably from country to country. You may be required to present documentation of your move to POLARIS Industries in order to continue your warranty coverage. You may also be required to obtain documentation from POLARIS Industries in order to register your vehicle in your new country. You should warranty register your vehicle at a local POLARIS dealer in your new country immediately after you move to continue your warranty coverage and to ensure that you receive safety information and notices regarding your vehicle.

## **WARRANTY**

1-888-704-5290 Exhibit 6 - Owner's Manual

### **How to Get Service**

*If Purchased From A Private Party:*

If you purchase a POLARIS product from a private citizen, to be kept and used outside of the country in which the vehicle was originally purchased, all warranty coverage will be denied. You must nonetheless warranty register your vehicle under your name and address with a local POLARIS dealer in your country to ensure that you receive safety information and notices regarding your vehicle.

### **Notice**

If your vehicle is registered outside of the country where it was purchased, and you have not followed the procedure set out above, your vehicle will no longer be eligible for warranty or service bulletin coverage of any kind, other than *safety* bulletins. (Vehicles registered to Government officials or military personnel on assignment outside of the country where the vehicle was purchased will continue to be covered by the basic warranty.)

***For questions call POLARIS Customer Assistance:***

United States: 1-888-704-5290

Canada: 1-204-925-7100

**WARRANTY****U.S.A. EPA Emissions Limited Warranty**

This emissions limited warranty is in addition to the POLARIS standard limited warranty for your vehicle. POLARIS Industries Inc. warrants that at the time it is first purchased, this emissions-certified vehicle is designed, built and equipped so it conforms with applicable U.S. Environmental Protection Agency emission regulations. POLARIS warrants that the vehicle is free from defects in materials and workmanship that would cause it to fail to meet these regulations.

The warranty period for this emissions-certified vehicle starts on the date the vehicle is first purchased and continues for a period of 500 hours of engine operation, 5000 kilometers (3100 miles) of vehicle travel, or 30 calendar months from the date of purchase, whichever comes first.

This emissions limited warranty covers components whose failure increases the vehicle's regulated emissions, and it covers components of systems whose only purpose is to control emissions. Repairing or replacing other components not covered by this warranty is the responsibility of the vehicle owner. This emissions limited warranty does not cover components whose failure does not increase the vehicle's regulated emissions.

For exhaust emissions, emission-related components include any engine parts related to the following systems:

- Air-induction system
- Fuel system
- Ignition system
- Exhaust gas recirculation systems

The following parts are also considered emission-related components for exhaust emissions:

- Aftertreatment devices
- Crankcase ventilation valves
- Sensors
- Electronic control units

The following parts are considered emission-related components for evaporative emissions:

- Fuel Tank
- Fuel Cap
- Fuel Line
- Fuel Line Fittings
- Clamps\*
- Pressure Relief Valves\*
- Control Valves\*
- Control Solenoids\*
- Electronic Controls\*
- Vacuum Control Diaphragms\*
- Control Cables\*
- Control Linkages\*
- Purge Valves
- Vapor Hoses
- Liquid/Vapor Separator
- Carbon Canister
- Canister Mounting Brackets
- Carburetor Purge Port Connector

\*As related to the evaporative emission control system.

## **WARRANTY**

ATV91CV7E7085 Exhibit 6 - Owner's Manual

### **U.S.A. EPA Emissions Limited Warranty**

The exclusive remedy for breach of this limited warranty shall be, at the exclusive option of POLARIS, repair or replacement of any defective materials, components or products. THE REMEDIES SET FORTH IN THIS LIMITED WARRANTY ARE THE ONLY REMEDIES AVAILABLE TO ANY PERSON FOR BREACH OF THIS WARRANTY. POLARIS SHALL HAVE NO LIABILITY TO ANY PERSON FOR INCIDENTAL, CONSEQUENTIAL OR SPECIAL DAMAGES OF ANY DESCRIPTION, WHETHER ARISING OUT OF EXPRESS OR IMPLIED WARRANTY OR ANY OTHER CONTRACT, NEGLIGENCE OR OTHER TORT OR OTHERWISE. THIS EXCLUSION OF CONSEQUENTIAL, INCIDENTAL, AND SPECIAL DAMAGES IS INDEPENDENT FROM AND SHALL SURVIVE ANY FINDING THAT THE EXCLUSIVE REMEDY FAILED OF ITS ESSENTIAL PURPOSE.

ALL IMPLIED WARRANTIES (INCLUDING BUT NOT LIMITED TO ANY IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE) ARE LIMITED IN DURATION TO THE WARRANTY PERIOD DESCRIBED HEREIN. POLARIS DISCLAIMS ALL EXPRESS WARRANTIES NOT STATED IN THIS WARRANTY. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply if it is inconsistent with the controlling state law.

This limited warranty excludes failures not caused by a defect in material or workmanship. This limited warranty does not cover damage due to accidents, abuse or improper handling, maintenance or use. This limited warranty also does not cover any engine that has been structurally altered, or when the vehicle has been used in racing competition. This limited warranty also does not cover physical damage, corrosion or defects caused by fire, explosions or other similar causes beyond the control of POLARIS.

Owners are responsible for performing the scheduled maintenance identified in the owner's manual. POLARIS may deny warranty claims for failures that have been caused by the owner's or operator's improper maintenance or use, by accidents for which POLARIS has no responsibility, or by acts of God.

Any qualified repair shop or person may maintain, replace, or repair the emission control devices or systems on your vehicle. POLARIS recommends that you contact an authorized POLARIS dealer to perform any service that may be necessary for your vehicle. POLARIS also recommends that you use only Pure POLARIS parts. It is a potential violation of the Clean Air Act if a part supplied by an aftermarket parts manufacturer reduces the effectiveness of the vehicle's emission controls. Tampering with emission controls is prohibited by federal law.

If you have any questions regarding your warranty rights and responsibilities, please contact the POLARIS Warranty Department at 1-888-704-5290.

# MAINTENANCE LOG

Use the following chart to record periodic maintenance.

DATE	MILES (KM) OR HOURS	TECHNICIAN	SERVICE PERFORMED / COMMENTS





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PUT CPSC RECALLS  
ON YOUR WEB SITE

# Recall Alert



SHARE



## U.S. Consumer Product Safety Commission

Office of Information and Public Affairs

Washington, DC 20207

December 6, 2007  
Alert #08-521

### Polaris Recalls Certain Ranger Utility Vehicles Due to Fire and Burn Hazards

The following product safety recall was voluntarily conducted by the firm in cooperation with the CPSC. Consumers should stop using recalled products immediately unless otherwise instructed. It is illegal to resell or attempt to resell a recalled consumer product.

**Name of Product:** Model Year 2008 Polaris Ranger RZR 800 EFI Utility Vehicles

**Units:** 330

**Manufacturer:** Polaris Industries Inc., of Medina, Minn.

**Hazard:** The utility vehicle's fuel tank can leak, posing fire and burn hazards to consumers.

**Incidents/Injuries:** The firm has received four reports of the fuel tank leaking. No injuries have been reported.

**Description:** Model Year 2008 Polaris Ranger RZR 800 EFI utility vehicles with model number R08VH76AD (red), and model number R08VH76AG (green) are included in this recall. They were manufactured between August 21, 2007 and October 3, 2007. The model number decal is located under the passenger seat.

**Sold by:** Polaris dealers nationwide from August 2007 through November 2007 for about \$10,300.

**Manufactured in:** United States

**Remedy:** Consumers should stop using the recalled utility vehicles immediately and contact their local Polaris dealer to arrange for a fuel tank inspection free of charge, and if necessary, a free repair.

**Consumer Contact:** For additional information, contact Polaris at (888) 704-5290 between 8 a.m. and 6 p.m. CT every day, or visit the firm's Web site at [www.polarisindustries.com](http://www.polarisindustries.com)



--

The U.S. Consumer Product Safety Commission (CPSC) is still interested in receiving incident or injury reports that are either directly related to this product recall or involve a different hazard with the same product. Please tell us about your experience with the product on [SaferProducts.gov](http://SaferProducts.gov)

CPSC is charged with protecting the public from unreasonable risks of injury or death associated with the use of the thousands of consumer products under the agency's jurisdiction. Deaths, injuries, and property damage from consumer product incidents cost the nation more than \$900 billion annually. CPSC is committed to protecting consumers and families from products that pose a fire, electrical, chemical, or mechanical hazard. CPSC's work to ensure the safety of consumer products - such as toys, cribs, power tools, cigarette lighters, and household chemicals - contributed to a decline in the rate of deaths and injuries associated with consumer products over the past 30 years.

Under federal law, it is illegal to attempt to sell or resell this or any other recalled product.

To report a dangerous product or a product-related injury, go online to: [SaferProducts.gov](http://SaferProducts.gov), call CPSC's Hotline at (800) 638-2772 or teletypewriter at (301) 595-7054 for the hearing and speech impaired. Consumers can obtain this news release and product safety information at [www.cpsc.gov](http://www.cpsc.gov). To join a free e-mail subscription list, please go to [www.cpsc.gov/cpsc/subscribe.aspx](http://www.cpsc.gov/cpsc/subscribe.aspx).

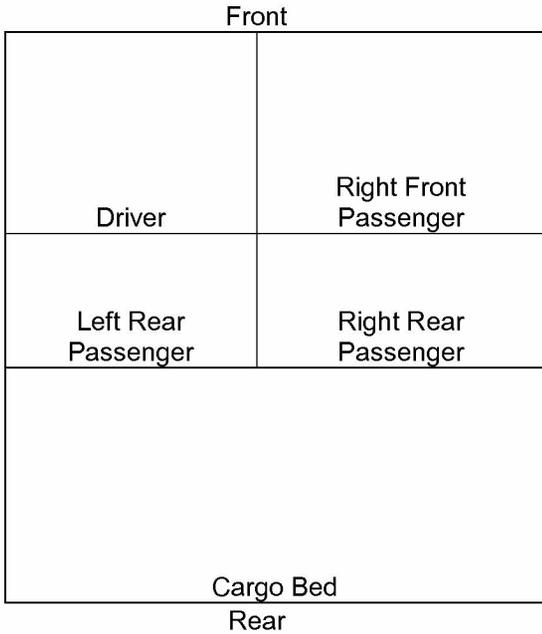


**Contact Sheet:**

(b)(6) [redacted] complainants)



Utility Vehicle Data Record Sheet



The Utility Vehicle

A:	Age: 66	Height: 72
	Gender: M	Weight:
Helmet (Y/N):		Seatbelt (Y/N): yes
Killed/Injured/Neither/Unknown:		
Injury Description: None		
Did vehicle land on victim: No		
Ejected (Either partially or fully):		

B:	Age: 65	Height: 66
	Gender: F	Weight:
Helmet (Y/N): No		Seatbelt (Y/N): Yes
Killed/Injured/Neither/Unknown:		
Injury Description: none		
Did vehicle land on victim: no		
Ejected (Either partially or fully):		

C:	Age:	Height:
	Gender:	Weight:
Helmet (Y/N):		Seatbelt (Y/N):
Killed/Injured/Neither/Unknown:		
Injury Description:		
Did vehicle land on victim:		
Ejected (Either partially or fully):		

D:	Age:	Height:
	Gender:	Weight:
Helmet (Y/N):		Seatbelt (Y/N):
Killed/Injured/Neither/Unknown:		
Injury Description:		
Did vehicle land on victim:		
Ejected (Either partially or fully):		

E:	Age:	Height:
	Gender:	Weight:
Helmet (Y/N):		Seatbelt (Y/N):
Killed/Injured/Neither/Unknown:		
Injury Description:		
Did vehicle land on victim:		
Ejected (Either partially or fully):		

F:	Age:	Height:
	Gender:	Weight:
Helmet (Y/N):		Seatbelt (Y/N):
Killed/Injured/Neither/Unknown:		
Injury Description:		
Did vehicle land on victim:		
Ejected (Either partially or fully):		

\*If victim(s) were injured/killed, please include the other relevant information requested in the assignment message in the text of the IDI

Using the figure on the left, please fill in where the occupants were in the vehicle at the time of the incident using A, B, C, etc. to identify the occupant(s) location. Fill in the occupants' characteristics in the corresponding location on the right. For example, the driver could be assigned to the letter 'A' and the letter 'A' would be placed in the diagram in the box designated 'Driver', and the drivers' characteristics would be filled on the right. If there were more than six occupants (or more room is needed), please add the other passenger(s)' information (or any other information) as needed. If information is not available, please indicate by 'na'.

Note: Not all locations indicated on the diagram exist in all types of utility vehicles. Please only use the locations that correspond to the incident vehicle. Please place an 'X' over the area if the vehicle was not equipped with the component.

**Save**

1. Task Number 120529HNE1011		2. Investigator's ID 4454		<b>EPIDEMIOLOGIC INVESTIGATION REPORT</b>
3. Office Code 810	4. Date of Accident YR MO DAY 2012 05 28	5. Date Initiated YR MO DAY 2012 06 04		
6. Synopsis of Accident or Complaint <span style="float: right;">UPC</span> An 18-year-old male was driving a friend's 2009 UTV with a 16-year-old male in the passenger seat. The driver lost control of the UTV while going down a steep grassy hill. The UTV veered into a tree line and the young men were thrown out as the vehicle overturned. The driver was not injured but the passenger struck a tree and sustained a broken neck. EMS pronounced the passenger dead a minute after they arrived. The UTV was not equipped with a roll cage or seat belts. Neither rider wore a helmet. <b>REF/PRV. BR NOTIFIED</b> COMMENTS: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> OVERRULED; <input checked="" type="checkbox"/> ATTACHED <input checked="" type="checkbox"/> EXCISIONS/FOIA EXS. <u>66</u> <input type="checkbox"/> DO NOT RE-NOTIFY <input checked="" type="checkbox"/> RE-NOTIFY <u>3/13/14</u> <i>ec</i>				
7. Location (Home, School, etc) 2 - FARM		8. City ASHEBORO		9. State NC
10A. First Product 5044 - UTILITY VEHICLES		10B. Trade/Brand Name GATOR UTV		10C. Model Number HPX
10D. Manufacturer Name and Address JOHN DEERE / VIN: UNKNOWN ONE JOHN DEERE PLACE MOLINE, WI				
11A. Second Product 0		11B. Trade/Brand Name NONE		11C. Model Number NONE
11D. Manufacturer Name and Address NONE				
12A. Hispanic or Latino 1 - Yes		12B. Race 1 - White Other:		12C. Race Source 4 - Other Document
13. Age of Victim 16		14. Sex 1 - Male		15. Disposition 8 - Death
16. Injury Diagnosis 57 - Fracture		17. Body Part(s) Involved 89 - NECK		18. Respondent 2 - Eyewitness
19. Type of Investigation 2 - Telephone		20. Time Spent (Operational / Travel) 20.00 / 0.00		
21. Attachment(s) 9 - Multiple Attachments		22. Case Source 05 - Newspaper		23. Sample Collection Number
24. Permission to Disclose Name (Non NEISS Cases Only) <input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Yes for Manuf. Only <input type="radio"/> Verbal <input type="radio"/> Written				
25. Review Date 08/17/2012		26. Reviewed By 9001		27. Regional Office Director Dennis R. Blasius
28. Distribution Carrae Green; Sarah Garland; Tanya L. Topka			29. Source Document Number X1250700A	

## SUMMARY

This assignment was based on a news article dated 05/29/12. The article reported that a 16-year-old boy died on 05/28/12 when an ATV flipped over while he and another person were on it. The information contained in this investigation was obtained from reports by officials and telephone conversations with witnesses.

The reports indicated that the vehicle involved in the incident was actually a four-wheeled UTV. The victim was in the passenger seat while an 18-year-old friend drove. The boys were traveling down a steep grassy hill when the driver lost control and veered to the right and into a tree line. The tree line contained an approximately 2-foot-high stack of firewood. The UTV ran up the stacked wood and overturned. Both boys were thrown from the UTV during the accident. The driver was unhurt but the passenger struck a limb and sustained a broken neck. The victim's brother witnessed the accident and ran to the victim's aid. He attempted CPR and called 911. EMS arrived and pronounced the victim dead within a minute (**Exhibit 2**).

Telephone calls to the brother were not returned. On 08/17/12, I spoke with the driver of the UTV. He described himself as healthy, 5' 7" tall, and 200 pounds. He said that the UTV belonged to a friend. He added that the friend had shown him how to operate the vehicle earlier that same day. The driver said that he had never operated a UTV prior to the day of the accident. He explained that he had been driving the vehicle for several hours before the accident occurred. He said that the vehicle appeared to be in good working order and was functioning without any problems. The driver said that the UTV was not outfitted with seatbelts or a roll cage. He stated that the group was operating the UTV in a grassy field. He said that the field was part of a farm that belonged to the owner of the UTV.

The driver said that at about 8:45 p.m., he steered the UTV down an embankment. He said that as the vehicle accelerated it began to bounce badly and he was unable to keep his feet in position on the brake. He said that before they made it to the bottom of the hill, the UTV veered into the adjacent woods and overturned. He said that he was thrown from the vehicle and landed on an unpaved trail without injury. He said he saw the victim's brother run to the scene and attempt to perform CPR on the victim. The driver added that none of the boys had been drinking or using drugs prior to the accident and a toxicology report detected no alcohol in the victim's blood (**Exhibit 5**).

I also called and spoke with the person who had instructed the driver how to operate the UTV. He (also an 18-year-old) said the vehicle was purchased new by his grandfather. He was unable to provide any information associated with the UTV except its condition after the accident. He said that the UTV came to rest upside down and that the bed of the two-seater vehicle had been torn off during the wreck. He said he also noticed that the passenger seat was missing and the wheels were severely offset. His description of the accident was the same as the driver's.

I then called the owner of the UTV. He said that he purchased the vehicle new from a dealership which had since gone out of business. He was unable to remember when he bought the vehicle or what the model was. However, he later sent me an email which stated what he believed the model to be and added that he thought it was “purchased around 2007” (**Exhibit 7**). He explained that the vehicle had already been collected and replaced by his insurance company. The owner said that he only lived part-time at the location where the UTV was stored. He described the location as a small tree farm and said the UTV was used as a work vehicle around the property. He said that he performed the maintenance on the UTV himself. He added that the vehicle’s brakes had never been replaced. The owner added that the new vehicle differed from the older one in that the new one was outfitted with seatbelts and a roll cage.

I called the insurance company in an effort to obtain further identifying information for the UTV. The representative said that the claim file had no information about the wrecked UTV other than it three years old. The representative said the file did contain information associated with the new vehicle and added that the replacement would be as close to the original as possible. She provided the model name for the new vehicle which matched the model designation the owner believed to belong to the original, incident UTV (**Exhibit 6**).

### **PRODUCT INFORMATION**

**Description:** Four-wheeled utility vehicle.

**Brand:** John Deere

**Model:** Gator HPX

**Manufacturer:**

Deere & Company  
One John Deere Place  
Moline, IL 61265  
(309) 765-8000

**Retailer:**

John Deere Dealership  
(No longer in business.)  
High Point, NC

**Date of Purchase:** 2007?

## ATTACHMENTS

Exhibit 1: Identification of Contacts.

Exhibit 2: EMS Report.

Exhibit 3: Coroner's Report.

Exhibit 4: Sheriff's Office Report.

Exhibit 5: Toxicology Report.

Exhibit 6: Photograph of incident model UTV from [www.compacttractorreview.com](http://www.compacttractorreview.com).

Exhibit 7: Email from UTV owner.

Exhibit 8: Owner's Manual from [manuals.deere.com](http://manuals.deere.com).

Exhibit 9: Relevant pages from manufacturer's website (4).

Exhibit 10: Warranty information.

Exhibit 11: UTV Data Record Sheet.

**IDENTIFICATION OF CONTACTS**

1. Debbie Hines  
Randolph County EMS  
152 N. Fayetteville St.  
Asheboro, NC 27203  
336-318-6911 (phone)  
336-636-7503 (fax)  
06/02/12 – Provided EMS Report and information.
2. Patti Carawan  
Randolph County Sheriff's Office  
727 McDowell Rd.  
Asheboro, NC 27205  
336-318-6765 (phone)  
336-318-6618 (fax)  
06/27/12 – Provided Sheriff's Report and information.
3. Justin Brower  
NC Medical Examiner's Office  
100 Manning Dr.  
Chapel Hill, NC 27599  
919-966-2255 (phone)  
06/18/12 – Provided Toxicology Report.
4. Charles Reeder  
Davidson County Coroner's Office  
1301 NC Hwy 49 South  
Asheboro, NC 27205  
336-963-4054 (phone)  
336-625-2115 (fax)  
07/12/12 – Provided Medical Exam Report.
5. (b)  
Witness / Victim's Brother  
(b)(3):Exemption 3 for 25  
(c)  
08/15/12 – Did not return phone call.
6. (b)  
Witness / UTV Operator  
(b)(3):Exemption 3 for 25  
(c)  
08/16/12 – Provided information regarding the incident.

7. (b) [Redacted]  
Incident Witness  
(b)(3): Exemption 3 for 25  
(c) [Redacted]  
08/16/12 – Provided information about the incident UTV.
  
8. (b) [Redacted]  
UTV Owner  
(b)(3): Exemption 3 for  
25(c) [Redacted]  
08/16/12 – Provided information about the incident UTV.
  
9. Gerrell Hopkins  
State Farm Insurance  
3 State Farm Plaza South  
Bloomington, IL 61704  
866-209-5370 (phone)  
08/16/12 – Provided information about the incident UTV.



# Randolph County Emergency Services

**To: BRIAN DYSON**  
Company: CPSC  
Fax: 8774691960  
Phone:

**From: Hines, Deborah L.**  
Fax: (336) 636-7503  
Phone: (336) 318-6911

---

**NOTES:**

ATTN: BRIAN

REF: (b)

---

Date and time of transmission: 6/4/2012 2:12:30 PM  
Number of pages including this cover sheet: 4



**Randolph County EMS**

Patient Care Record

Name: (b)(3) Exempt Incident #: 12E007249 Date: 05/28/2012 Patient 1 of 2

Patient Information		Clinical Impression	
Last Name	(b)	Address	(b)
First Name	(b)	Address 2	(b)
Middle Name	(b)	City	(b)
Gender	Male	State	(b)
DOB	(b)	Zip	(b)
Age	16 Yrs, 6 Months, 28 Days	Country	(b)
Weight		Tel	(000)000-0000
SSN	000-00-0000	Physician	
Advanced Directive		Primary Impression	Obvious Death
Resident Status		Secondary Impression	
		Protocol Used	Universal Patient Care
		Anatomic Position	General/Global
		Chief Complaint	DOA
		Duration	20 Units Minutes
		Secondary Complaint	
		Duration	Units
		Signs & Symptoms	Injury - Unspecified - Multiple Sites
		Injury	
		Medical/Trauma	Motorized Vehicle Accident - Motorcycle - Street or Highway - 05/28/2012
		Barriers of Care	Trauma
		Alcohol/Drugs	None
		Medication/Allergies/History	Unknown

Medications	Unknown
Allergies	Unknown
History	Unknown

Vital Signs															
Time	AVPU	Side	POS	BP	Pulse	RR	SPO2	ETCO2	CO	BG	Temp	Pain	GCS	RTS	PTS
21:08	U				0 A	0 A							3		
Ecg															
Time	3-Lead ECG			12-Lead ECG											
21:08	Asystole														

Treatment	Treatment By	Treatments Prior To Arrival	Comments
Defib/Carido/Pace/CPR	EMS Provider	Unchanged	

Category	Comments	Abnormalities
Mental Status		Mental Status <input checked="" type="radio"/> Unresponsive
SKIN		Skin <input checked="" type="radio"/> Mottled
HEENT	DEFORMITY IN C2, C3	Head/Face <input checked="" type="radio"/> Face: Blunt Injury (2)
		Eyes <input checked="" type="radio"/> Left: Non-Responsive, Right Eye: Fracture, Right: Non-Responsive
Chest		Neck <input type="radio"/> Other
Chest		Chest <input type="radio"/> Not Assessed
Abdomen		Heart Sounds <input type="radio"/> Not Assessed
Abdomen		Lung Sounds <input checked="" type="radio"/> Not Assessed
Abdomen		General <input checked="" type="radio"/> Not Assessed
Back		Left Upper <input checked="" type="radio"/> Distension
		Right Upper <input type="radio"/> Distension
		Left Lower <input type="radio"/> Distension
		Right Lower <input type="radio"/> Distension
Pelvis/GU/G		Cervical <input type="radio"/> Not Assessed
Pelvis/GU/G		Thoracic <input checked="" type="radio"/> Not Assessed
		Lumbar/Sacral <input type="radio"/> Not Assessed
Pelvis/GU/G		Pelvis/GU/GI <input type="radio"/> Not Assessed
Ex r mit es		Left Arm <input type="radio"/> Not Assessed
Orthopedic		Right Arm <input type="radio"/> Other, Right Lower Arm: Fracture
		Left Leg <input type="radio"/> Not Assessed
		Right Leg <input type="radio"/> Not Assessed
		Pulse <input type="radio"/> Not Assessed
		Capillary Refill <input type="radio"/> Not Assessed
		Neurological <input type="radio"/> Not Assessed

Neurologic I  
Assessment Time: 05/28/2012 21:07



**Randolph County EMS**

Patient Care Record

Name: (b)(3) Exempt Incident #: 12E007249 Date: 05/28/2012 Patient 1 of 2

**Narrative**  
DISPATCHED EMERGENCY TRAFFIC REFERENCE TO ATV ACCIDENT. UPON ARRIVAL, FIRE DEPT STAFF ESCORTED EMS DOWN A LONG GRAVEL ROAD AND UP INTO A WOODED AREA. EMS NOTED A LARGE ATV ROLLED OVER IN THE WOODED AREA. 20 FEET UP THE HILL FROM THE ATV ACCIDENT LAID A 16 YO MALE PATIENT WITH NO HELMUT. FIRE DEPT MEMBERS WERE DOING CPR ON THE PATIENT PRIOR TO EMS ARRIVAL. PATIENT WAS UNRESPONSIVE AND NOT BREATHING. THERE WAS NO PULSE. PATIENT HAD OBVIOUS DEFORMITIES TO THE RIGHT HAND AND ARM. THERE WAS DISTENTION NOTED IN ALL QUADRANTS OF THE ABDOMINAL REGION. PATIENT HAD MULTIPLE BLUNT INJURIES TO THE HEAD INCAPABLE FOR LIFE. EMS PLACED PATIENT ON CARDIAC MONITOR WHICH SHOWED A RHYTHM OF ASYSTOLE. EMS PRONOUNCED THE PATIENT DEAD AT 2108 HOURS. FURTHER INFORMATION OF THE PATIENT WAS OBTAINED BY THE RANDOLPH COUNTY SHERIFFS OFFICE AND GIVEN TO EMS. PER REQUEST OF RANDOLPH COUNTY SHERIFF'S OFFICE, THE BODY WAS TRANSPORTED TO THE RANDOLPH MORGUE. PATIENT AND REPORT WERE GIVEN TO THE ER CHARGE NURSE OF THE MORGUE WITHOUT INCIDENT.

Specialty Patient - Motor Vehicle Collision			
Patient Injured	Yes	Law Enforcement Case #	
Vehicle Type	All - Terrain Vehicle	Collision Indicators	Ejection, Roll Over
Position in Vehicle	Right Front	Damage Location	Roll Over
Seat Row		Airbag Deployment	
Weather	Clear	Safety Devices	None
Extrication Required	No	Extrication Comments	
Estimated Speed		Extrication Time	

Specialty Patient - Trauma Criteria			
Anatomic		Trauma Activation	
Physiologic		Time	
Mechanical	Ejection, Roll Over	Date	
Other Conditions		Trauma level	
		Reason not Activated	

Incident Details		Destination Details		Incident Times	
Location	ROAD	Disposition	Transported No Lights/Siren	Call Received	20:49:00
Address	(b)(3) Exemption	Transport Due To	Law Enforcement	Dispatched	20:49:00
Address 2		Transported To	RANDOLPH HOSPITAL ASHEBORO NC	En Route	20:50:00
City		Requested By	Law Enforcement	Resp on Scene	21:07:00
State	3 for 25(c)	Destination	Hospital/ER	On Scene	21:07:00
Zip		Address	364 WHITE OAK ST	At Patient	21:07:00
Medic Unit	846	Address 2		Depart Scene	23:16:00
Run Type	911 Response (Emergency)	City	ASHEBORO	At Destination	23:33:00
Priority Scene	Lights/Sirens	State	NC	Pt Transferred	
Shift	C-Shift	Zip	27203	Incident Close	00:13:00
Zone	Base-6 District	Zone	Base-4 District	In District	00:30:00
Level of Service	Basic Life Support	Condition at Destination	Unchanged		
		Destination Record #			

Crew Members		
Personnel	Role	Certification Level
HICKS, MARK	Lead	EMT-Paramedic-P051187
WATSON, BRIAN	Driver	EMT-Paramedic-P006409

Insurance Details					
Insured's Name		Primary Payer	Not Billed (for any reason)	Dispatch Nature	TRAFFIC ACCIDENT
Relationship To Patient		Medicare		Response Urgency	Immediate
Insured SSN		Medicaid		Job Related Injury	
Insured DOB		Primary Insurance		Employer	
Address1		Policy #		Contact	
Address2		Group #		Phone	
Address3		Secondary Ins			
City		Policy #			
State		Group #			
Zip					
Country					

Mileage		Delays		Additional Agencies	
Scene	283.4	Category	Delays	Ash-Rand RC Sheriff's Office, Tabernacle Fire	
Destination	296.2	Dispatch Delays	None	(Station 18 & 28)	
Loaded Miles	12.8	Response Delays	Other		
Start	272.2	Scene Delays	Requirement for Law Enforcement Assistance		
End	296.3				
Total Miles	24.1				

Next of Kin			
Next of Kin Name	Address1	City	
Relationship to Patient	Address2	State	
Phone	Address3	Zip	
		Country	



Randolph County EMS

Patient Care Record

Name: (b)(3) Exempt

Incident #: 12E007249

Date: 05/28/2012

Patient 1 of 2

Transfer Details	
PAN	Sending Physician
PCS	Sending Report #
ABN	Receiving Physician
CMS Service Level	Condition Code
ICD-9 Code	Condition Code Modifier
Transfer Reason	
Other Services	
Medical Necessity	

**CHARLES T. REEDER, M.E.**

1301 NC Highway 49 South  
Asheboro, NC 27205

Phone: 336-963-4054  
Fax: 336-625-2115  
E-mail: [reeder3260@yahoo.com](mailto:reeder3260@yahoo.com)



July 9, 2012

United States of America  
Consumer Product Safety Commission  
P. O. Box 851  
Clemmons, NC 27012

Attention: Brian C. Dyson

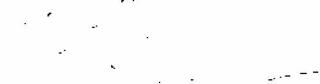
RE: Victim: (b)(3):Exemption 3 for  
Date of Incident: 05/28/12  
Type of Incident: UTV Fatality  
Location: (b)(3):Exemption 3 for 25(c)

Dear Mr. Dyson:

This is in response to your request on 06/28/12 for information on the above incident. Enclosed you will find a copy of the Medical Examination Report for Mr. (b) that was mailed to the Chief Medical Examiner.

Should you need any additional information please let me know.

Sincerely,

  
Charles T. Reeder  
Randolph County Medical Examiner

NORTH CAROLINA DEPARTMENT OF HEALTH AND HUMAN SERVICES  
OFFICE OF THE CHIEF MEDICAL EXAMINER  
Chapel Hill, North Carolina 27599-7580

REPORT OF INVESTIGATION BY MEDICAL EXAMINER

OCME USE ONLY
Case Number
Date received
<input type="checkbox"/> Res <input type="checkbox"/> NR

DECEDENT: (b)(3):Exemption 3 for 25(c)  
 First Middle Last Suffix  
 RESIDENCE: (b)(3):Exemption 3 for 25(c)  
 Number and Street City, State County  
 AGE: 16 SEX:  Male  Female  Unknown  
 RACE:  Black  Native American  Oriental  White  Unknown  
 HISPANIC ORIGIN:  Yes  No  Unknown

INFORMATION ABOUT OCCURENCE

	DATE	TIME	ADDRESS OR FACILITY	COUNTY
ONSET OF INJURY OR ILLNESS	5/28/2012	8:47 PM	(b)(3):Exemption 3 for 25(c)	
DEATH	5/28/2012	9:08 PM	(b)(3):Exemption 3 for 25(c)	
VIEW OF BODY	5/28/2012	11:45 PM	<input type="checkbox"/> Scene of death <input checked="" type="checkbox"/> Hospital <input type="checkbox"/> Funeral Home <input type="checkbox"/> Other _____ <input type="checkbox"/> Not viewed	
M.E. NOTIFIED	5/28/2012	11:02 PM	LAW ENFORCEMENT AGENCY: <u>Randolph Co. Sheriff's Dept.</u> OFFICER: <u>Det. Chabot</u> TELEPHONE: <u>(336) 318-6699</u>	
LAST KNOWN TO BE ALIVE	5/28/2012	9:08 PM	Death occurred while in custody: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown	

AUTOPSY:  None  M.E. Authorized  Non-M.E. Autopsy facility: \_\_\_\_\_  
 BLOOD SAMPLE:  Mailed  Obtained by pathologist  Reason not obtained: \_\_\_\_\_  
 IF CLINICAL ALCOHOL DONE, RESULT: \_\_\_\_\_ By whom: \_\_\_\_\_

PROBABLE CAUSE OF DEATH:  Pending

- Broken Neck  
DUE TO \_\_\_\_\_
- ATV Accident  
DUE TO \_\_\_\_\_
- \_\_\_\_\_  
DUE TO \_\_\_\_\_
- \_\_\_\_\_  
DUE TO \_\_\_\_\_

OCME REVIEW	SDC
1. _____ DUE TO _____	<input type="checkbox"/> None
2. _____ DUE TO _____	<input type="checkbox"/> AI
3. _____ DUE TO _____	<input type="checkbox"/> Dictated
4. _____ DUE TO _____	<input type="checkbox"/> COG
CONTRIBUTING CONDITIONS <input type="checkbox"/> Natural <input type="checkbox"/> Accident <input type="checkbox"/> Homicide <input type="checkbox"/> Suicide <input type="checkbox"/> Undetermined	
Reviewer: _____ Date: _____ <i>Information in this block supersedes that contained in space at left.</i>	

CONTRIBUTING CONDITIONS  
 MANNER OF DEATH:  
 Natural  Accident  Homicide  Suicide  Pending

I hereby certify that after received notice of the death described herein I took charge of the body and made inquiries regarding the cause of death in accordance with Article 16 of Chapter 130A of the N.C. General Statutes and the information contained herein regarding such death is true and correct to the best of my knowledge and belief.

Signature of Medical Examiner: *Chad Decker, M.E.*  
 DHHS 1114 (Revised 10/00)  
 Medical Examiner (Review 10/02)

Date: 5/29/2012 County of Appointment: Randolph M.E. Number: \_\_\_\_\_

MEDICAL HISTORY

Alcoholism     Diabetes     IV drug abuse     Ischemic heart disease     Smoking  
 Seizure disorder     Cancer     Hypertension     Depression     HIV/ AIDS  
 Other \_\_\_\_\_    Attending Physician \_\_\_\_\_    City \_\_\_\_\_

MEANS OF DEATH

VEHICLE:    Type of vehicle associated with this decedent:  
     Passenger car     Pickup Truck     Truck--more than 2 axles     Motorcycle  
     Bicycle     Farm vehicle     ATV     Moped     Other: \_\_\_\_\_  
 Position:  Driver     Passenger     Pedestrian     Unknown  
 Devices:  Seat restraints     Air bag     Helmet     Child restraint     None     Unknown  
 Number of vehicles involved: \_\_\_\_\_  
 GUN:     Rifle--Caliber \_\_\_\_\_     Handgun--Caliber \_\_\_\_\_     Shotgun--Gauge \_\_\_\_\_  
     Other \_\_\_\_\_     Unknown \_\_\_\_\_  
 INSTRUMENT:     Blunt     Sharp    Description: \_\_\_\_\_  
 TOXIC AGENT(S) SUSPECTED:     Alcohol     Others \_\_\_\_\_  
 DROWNING:     Pond     Lake or river     Ocean     Pool     Bathtub     Other \_\_\_\_\_  
    Life preserver:  Yes     No     Unknown    Able to swim:  Yes     No     Unknown  
    Activity \_\_\_\_\_  
 FIRE:    Suspected cause \_\_\_\_\_    Smoke detector:  Yes     No     Unknown  
 FALL:    From \_\_\_\_\_ to \_\_\_\_\_    Approximate distance \_\_\_\_\_ feet

ACTIVITY OF DECEDENT AND PREMISES

FATAL INJURY    Activity Passenger on a John Deere Gator  
 OF ILLNESS:    Type of place Residence    Specific location In the woods

Fatal injury or illness occurred on a job:  Yes     No     Unknown  
 If yes, was employment:  Primary job     Secondary     Volunteer work     Unknown  
 Name of this employing firm or agency \_\_\_\_\_  
 Type of business or industry \_\_\_\_\_    Decedent's occupation \_\_\_\_\_  
 DEATH:    Type of place Residence    Specific location Woods

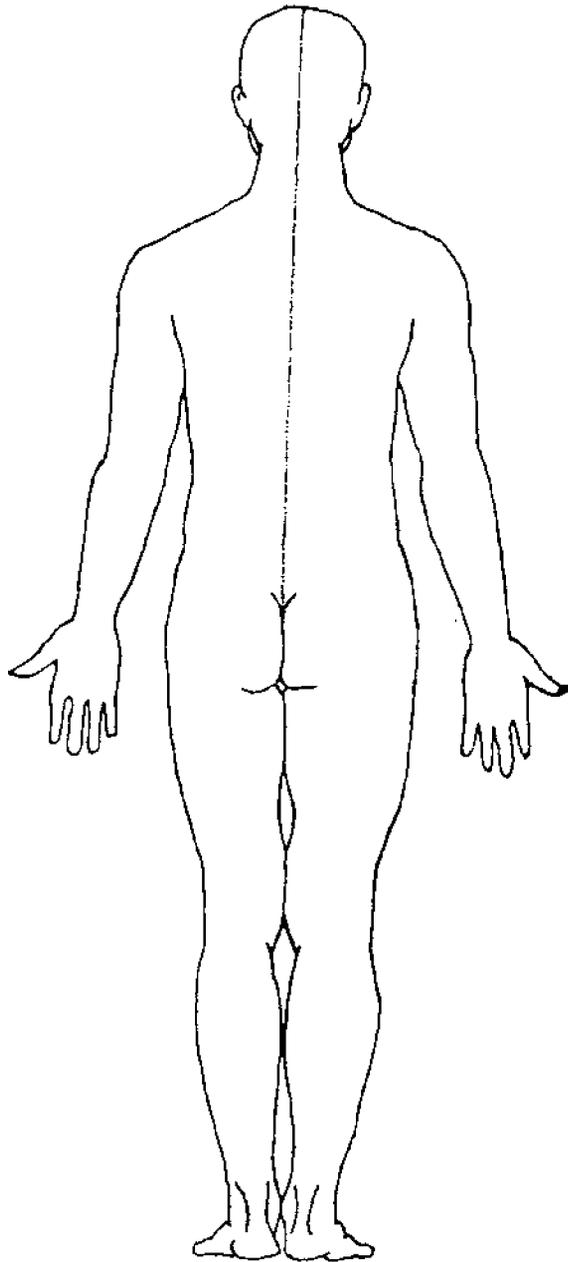
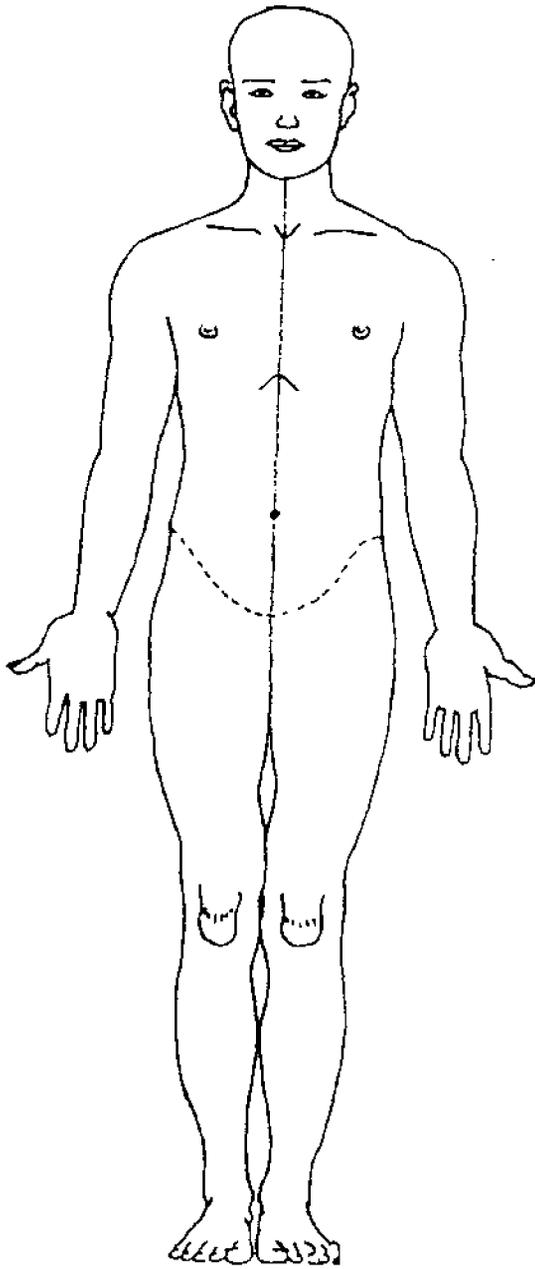
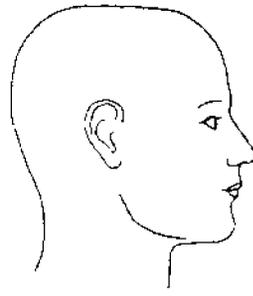
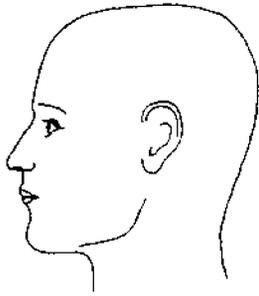
Examples:  
 Activity: Running, lifting hay bales, eating, typing letter, driving commercial truck, sleeping, bathing, watching television, fighting, etc.  
 Type of place: House, apartment, trailer, school, jail, bar or tavern, hotel, restaurant, store, street, hospital, farm, highway, factory, etc.  
 Specific location: Bathroom, assembly line, kitchen, front yard, office, parking lot, emergency room, roadside, ambulance, car, etc.  
 On a job: Any activity that is income generating regardless of age of decedent including farming or part time work; also include non-income generating volunteer or charity work.

DESCRIPTION OF BODY

CONDITION:     Intact     Decomposition     Skeletonized  
     Embalmed     Charred     Prolonged Immersion     Exhumed  
 RIGOR:     None     1+     2+     3+    LIVOR:     None     Anterior     Posterior     Lateral  
 HEIGHT:    66 inches     Estimate    WEIGHT:    150 pounds     Estimate  
 BODY TEMPERATURE:     Warm     Cool     Cold    HAIR: Color Black     Beard     Mustache  
 EYES: Color Brown    Abnormalities \_\_\_\_\_  
 TEETH: Upper     Natural     Dentures     Abnormalities \_\_\_\_\_  
    Lower     Natural     Dentures     Abnormalities \_\_\_\_\_

CLOTHING: Light Green Hollister T-shirt, Blue Jeans, Blue and white checked boxer shorts, Navy blue socks and 1 Black tennis shoe     Not clothed  
 VALUABLES: \_\_\_\_\_     No valuables

BODY DIAGRAMS



Indicate nature and location of wounds and other lesions (scars tattoos, medical therapy, etc.) on these diagrams.

NARRATIVE SUMMARY OF CIRCUMSTANCES SURROUNDING DEATH

This was a 16 year old Hispanic male. He was riding a John Deere Gator with one of his friends. They were on private property. He was a passenger, and his 18 year old friend was driving the gator. The driver lost control of the gator, and when he saw that it was going into the woods he jumped off. The 16 year old did not get off and the gator hit a tree. The boys were not wearing seat belts or helmets. The 16 year old boy was thrown about 20 feet from the vehicle. This young man's sister saw the accident and started CPR on her brother. 911 was called, and the Fire Department arrived and continued CPR. When EMS arrived, CPR was discontinued. They were never able to get a heart beat. He was transported to Randolph Hospital.

In examining the body, you could feel crepitation of the neck at the C3 and C4 on his spine. He had a fracture of the Ulna and Radius on the right arm. He also had a laceration on the right knee. His abdomen was also distended. He had blood coming from his nose and also his mouth.

Photo 1- Picture of the body.

Photo 2- Picture of the body.

Photo 3- Picture of the head.

Photo 4- Picture of broken right arm.

Photo 5- Picture of lacerated right knee.

PURPOSE: To document the findings of a medical examiner investigation. When completed, this form constitutes a report to the Chief Medical Examiner as required by G.S. 130A-385(a).

PREPARATION: The investigating medical examiner completes all appropriate information, and signs the certification statement on the front of the form.

DISTRIBUTION: Mail original copy to the Office of the Chief Medical Examiner, Chapel Hill, NC 27599-7580.

DISPOSITION: This form is maintained by the Chief Medical Examiner in accordance with the current records disposition schedule published by the N.C. Division of Archives and History.

COPIES: Additional copies may be ordered from the Office of the Chief Medical Examiner, Chapel Hill, NC 27599-7580.

06/27/2012  
12:07

RANDOLPH COUNTY SHERIFF'S OFFICE  
LAW Incident Table:

450  
Page: 1

Incident Number: 120011462

Nature: ACCIDENT/PI Case Number:

Addr: (b)(3):Exemption 3 for 25(c)  
City: (b)(3):Exemption 3 for 25(c)

Image:  
Area: ZONE1 RCSO/NORTHWEST  
Contact: VERIZON WIRELESS

Complainant's 552492

Lst: (b) Fst: (b)(3):Exemption 3 Mid: (b)(3):Exemption  
DOB: (3):Exemption SSN: - - - - - Adr: for 25(c) DR 3 for 25(c)  
Rac: L Sx: M Tel: (b)(3):Exemption Cty: ST:

Offense Codes: ACCD Reported: DRIV Observed: ACCD  
Circumstances: LT10

Rspndg Officers: LAMBE, J B WELCH, J V CHABOT, R J &  
Rspnsbl Officer: CHABOT, R J Agency: RCSO CAD Call ID: 1333104  
Received By: SPENCER, K S Last RadLog: 01:12:20 05/29/2012 CMPLT  
How Received: 9 911 LINE Clearance: C1 REPORT MADE / ADVISED  
When Reported: 20:47:00 05/28/2012 Disposition: ACT Disp Date: 05/28/2012  
Occurrd between: 20:47:00 05/28/2012 Judicial Sts:  
and: 20:47:00 05/28/2012 Misc Entry:

MO:

Narrative: (See below)  
Supplement: (See below) (See below) &

=====

INVOLVEMENTS:

Type	Record #	Date	Description	Relationship
NM	552492	/ /	(b)(3):Exemption 3 for 25(c)	*Complainant
NM	552494	/ /		VICTIM
CA	1333104	05/28/2012	20:49 05/28/2012 ACCIDENT/PI	*Initiating Call
EV	122329	/ /	<No access allowed>	*Evidence Incident

LAW Incident Offenses Detail:  
Offense Codes

Seq Code	Amount
1 ACCD ACCIDENTAL DEATH	0.00

LAW Incident Circumstances:  
Contributing Circumstances

Seq Code	Comments
1 LT10 Field/Woods	

LAW Incident Responders Detail  
Responding Officers

Seq	Name	Unit
1	LAMBE, J B	118
2	WELCH, J V	110
3	CHABOT, R J	208
4	CALDWELL, A D	194

## Law Supplemental Narrative:

Seq Name	Date	Supplemental Narratives Narrative
1 LAYTON, J P	12:25:43 05/29/2012	

OFFICER SUPPLEMENT J.B. LAMBE

ON THE ABOVE DATE AND TIME I DEPUTY LAMBE RESPONDED TO (b)(3):Exemption 3 IN REFERENCE TO AN ACCIDENT/PI INVOLVING AND ATV ON PRIVATE PROPERTY. UPON MY ARRIVAL I SAW THE VICTIM LAYING ON HIS BACK WITH WHAT LOOKED LIKE BLOOD ON HIS FACE AND MR. SPENCER TART WITH STATION 18 AND MR. RODNEY COE WITH STATION 18 PERFORMING CPR ON THE VICTIM. I THEN SAW 3 MALES SITTING ON THE GROUND NEAR THE CRASH SIGHT. I SPOKE TO ESAU PECINA, WHO STATED THAT HE WAS DRIVING THE JOHN DEER GATOR DOWN THE HILL WHEN HE LOST CONTROL OF THE ATV AND HIT A PATCH OF WOODS LOCATED AT THE BOTTOM OF THE HILL FLIPPING SAME. MR. (b)(3):Ex stated WHEN THE ATV HIT IT THREW HIM OFF, WHEN HE GOT UP THAT'S WHEN HE SAW THAT THE VICTIM HAD BEEN EJECTED AS WELL AND WAS ON HIS SIDE AND WAS BREATHING HEAVILY. THE VICTIMS BROTHER (b)(3):Exemption 3 for 25 THEN RAN DOWN THE HILL TO HIS BROTHERS AID AND CALLED 911 AND SHORTLY AFTER HIS BREATHING STARTED DECREASING AND HE STARTED CPR. STATION 18 ARRIVED ON SCENE AT APPROXIMATELY 2058HRS AND STARTED CPR. EMS U846, MARK HICKS AND BRIAN WATSON CONFIRMED DOA AT APPROXIMATELY 2108 HRS. DEPUTY CALDWELL AND DETECTIVE CHABOT ARRIVED ON SCENE. DEPUTY CALDWELL PROCESSED AND TOOK PICTURES OF THE CRIME SCENE. THE CASE WAS TURNED OVER TO DETECTIVE CHABOT.

## WITNESS:

(b)(3):Exemption 3 for 25(c)

(b)(3):Exemption 3 YOA  
HISPANIC MALE  
UNEMPLOYED

## WITNESS #2:

(b)(3):Exemption 3 for 25(c)

(b)(3):Exemption 3 18YOA  
WHITE MALE

## PROPERTY OWNER:

(b)(3):Exemption 3 for 25(c)

STATION 18 TABERNACLE FIRE:  
283: COE, MCGRATH  
288: ROBERT WRIGHT, SPENCER TART

EMS UNIT 846:  
MARK HICKS  
BRIAN WATSON

## \*NOTE\*

VICTIM WAS TRANSPORTED BY U846 TO RANDOLPH HOSPITAL PER ME CHARLES REEDER

\*VICTIMS RIGHTS DO NOT APPLY\*

**Dyson, Brian**

---

**From:** documents@ocme.unc.edu  
**Sent:** Wednesday, July 11, 2012 11:01 AM  
**To:** Dyson, Brian  
**Subject:** Report T201203897

TOXICOLOGY REPORT

Office of the Chief Medical Examiner      Toxicology Folder: T201203897  
Chapel Hill, NC 27599-7580                      Case Folder: F201204947  
Date of Report: 01-jun-2012  
Page: 1

Brian Dyson  
PO Box 851  
Clemmons, NC 27012

DECEDENT: (b)(3)Exemption 3  
for 25(a)

Status of Report: Approved  
Report Electronically Approved By: Justin Brower, PhD

\* \* \*

=====

SPECIMENS received from Charles T. Reeder on 30-may-2012

S120010188: 14.0 ml Blood                      CONDITION: Postmortem  
SOURCE: Subclavian Vessel                      OBTAINED: 28-may-2012

Ethanol ----- None Detected                      06/01/2012

---

071112 11:01      \* \* \* END OF REPORT \* \* \*



**Dyson, Brian**

---

**From:** (b)(3):Exemption 3 for 25(c)  
**Sent:** Thursday, August 16, 2012 8:14 PM  
**To:** Dyson, Brian  
**Subject:** Re: UTV Case

Brian,I think that the Gator was HPX purchased around 2007 (b)(3):E

On Thu, Aug 16, 2012 at 3:34 PM, Dyson, Brian <[BDyson@cpsc.gov](mailto:BDyson@cpsc.gov)> wrote:

Mr. (b)(3):Exe

Thanks again for taking a few minutes to provide information associated with your John Deere Gator UTV. Please let me know the model number when you locate it. My contact information is below.

Best regards,

Clay

Brian C. Dyson

Federal Investigator

U.S. Consumer Product Safety Commission

Office of Compliance

Field Investigation Division ~ East

P.O. Box 851 Clemmons, NC 27012

202-329-5045 (Phone)

877-469-1960 (Fax)

[bdyson@cpsc.gov](mailto:bdyson@cpsc.gov)

\*\*\*\*\*!!! Unless otherwise stated, any views or opinions expressed in this e-mail (and any attachments) are

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## Introduction

---

### Thank You for Purchasing a John Deere Product

We appreciate having you as a customer and wish you many years of safe and satisfied use of your machine.

### Using Your Operator's Manual

This manual is an important part of your machine and should remain with the machine when you sell it.

Reading your operator's manual will help you and others avoid personal injury or damage to the machine. Information given in this manual will provide the operator with the safest and most effective use of the machine. Knowing how to operate this machine safely and correctly will allow you to train others who may operate this machine.

If you have an attachment, use the safety and operating information in the attachment operator's manual along with the machine operator's manual to operate the attachment safely and correctly.

This manual and safety signs on your machine may also be available in other languages (see your authorized dealer to order).

Sections in your operator's manual are placed in a specific order to help you understand all the safety messages and learn the controls so you can operate this machine safely. You can also use this manual to answer any specific operating or servicing questions. A convenient index located at the end of this book will help you to find needed information quickly.

The machine shown in this manual may differ slightly from your machine, but will be similar enough to help you understand our instructions.

RIGHT-HAND and LEFT-HAND sides are determined by facing in the direction the machine will travel when going forward. When you see a broken line (-----), the item referred to is hidden from view.

Before delivering this machine, your dealer performed a predelivery inspection to ensure best performance.

### Special Messages

Your manual contains special messages to bring attention to potential safety concerns, machine damage as well as helpful operating and servicing

information. Please read all the information carefully to avoid injury and machine damage.



**c CAUTION:** Avoid injury! This symbol and text highlight potential hazards or death to the operator or bystanders that may occur if the hazards or procedures are ignored.

**IMPORTANT:** Avoid damage! This text is used to tell the operator of actions or conditions that might result in damage to the machine.

**NOTE:** General information is given throughout the manual that may help the operator in the operation or service of the machine.

### **Attachments for Your Machine**

There's a John Deere attachment or kit to make your new machine perform more tasks or be more versatile, whether your machine is a lawn tractor or compact utility tractor or a utility vehicle.

You can check out the entire line of attachments for your machine at [JohnDeere.com](http://JohnDeere.com) or ask your John Deere dealer. From aerators to electric lift kits to tillers, there's a John Deere attachment or kit to fill every need.

### **CALIFORNIA Proposition 65 Warning**



**WARNING:** The Engine Exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

California Proposition 65 Warning

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## Product Identification

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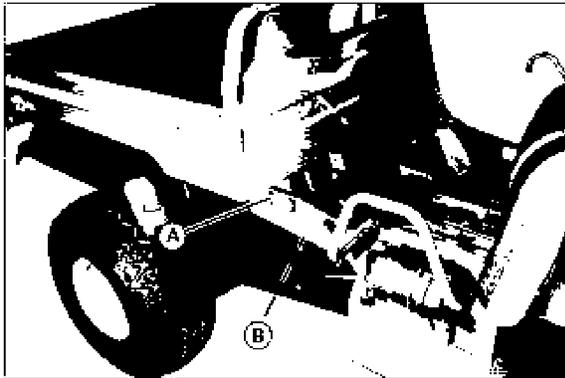
### Record Identification Numbers

HPX, HPX 4x4 and Trail HPX 4x4

PIN (010001-)

If you need to contact an Authorized Service Center for information on servicing, always provide the product model and identification numbers.

You will need to locate the identification numbers for the product. Record the information in the spaces provided below.



MX30993

DATE OF PURCHASE:

---

DEALER NAME:

---

DEALER PHONE:

---

PRODUCT IDENTIFICATION NUMBER (A):

---

ENGINE SERIAL NUMBER (B):

-----

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## Safety Labels

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### Understanding The Machine Safety Labels



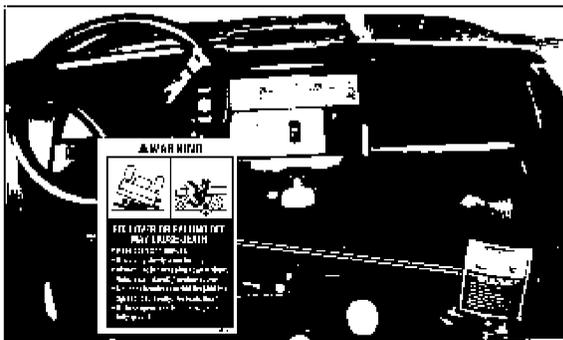
#### Safety-Alert Symbol

The machine safety labels shown in this section are placed in important areas on your machine to draw attention to potential safety hazards.

On your machine safety labels, the words **DANGER**, **WARNING**, and **CAUTION** are used with this safety-alert symbol. **DANGER** identifies the most serious hazards.

The operator's manual also explains any potential safety hazards whenever necessary in special safety messages that are identified with the word, **CAUTION**, and the safety-alert symbol.

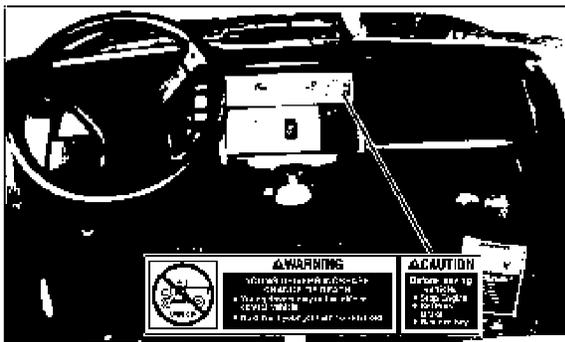
### **WARNING: ROLLOVER OR FALLING OFF MAY CAUSE DEATH**



VG11097, MX30995

- Read operator's manual.
- Drive very slowly when turning.
- Always use brakes going down a slope. Vehicle can take-off (freewheel) downhill.
- No loads heavier than 900 lbs (408 kg). Spread load evenly. Tie loads down.
- Reduce speed and load on rough or hilly ground.

## CAUTION

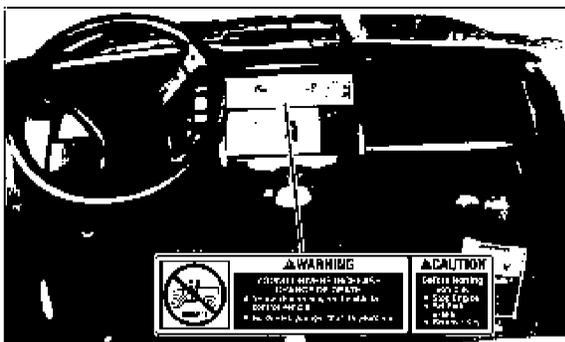


VG12247, MX30995

### BEFORE LEAVING VEHICLE:

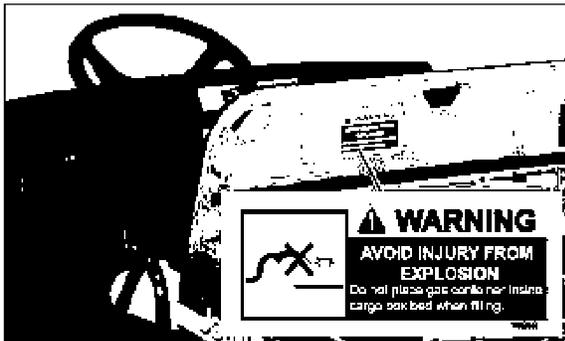
- Stop engine
- Set park brake
- Remove key

## WARNING: YOUNG DRIVERS INCREASE CHANCE OF DEATH



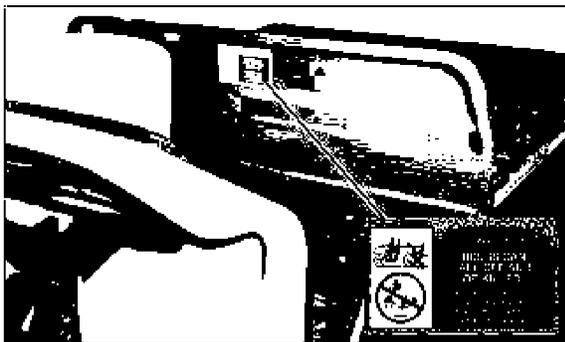
VG12247, MX30995

- Young drivers may not be able to control vehicle.
- No drivers younger than 16 years old.

**WARNING: AVOID INJURY FROM EXPLOSION**

MX31764, VG12191,

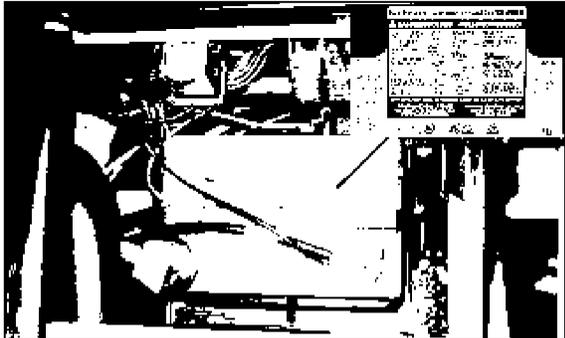
- Do not place gas container inside cargo box bed when filling.

**WARNING: RIDERS CAN FALL OFF AND BE KILLED**

M117676, MX30996

Picture Note: Two decals. One on each side of load guard.

- Maximum of one person to a seat
- No riders in box or anywhere else

**DANGER:**

MX31033, MX31131

**SHIELD EYES**

· EXPLOSIVE GASES CAN CAUSE BLINDNESS OR INJURY.

**NO**

- Sparks
- Flames
- Smoking

**SULFURIC ACID**

CAN CAUSE BLINDNESS OR SEVERE BURNS.

FLUSH EYES IMMEDIATELY WITH WATER. GET MEDICAL HELP FAST.

KEEP OUT OF REACH OF CHILDREN.

DO NOT TIP.

DO NOT OPEN BATTERY!

**Emission Control System Certification Label**

NOTE: Tampering with emission controls and components by unauthorized personnel may result in severe fines or penalties. Emission controls and components can only be adjusted by EPA and/or CARB authorized service centers. Contact your John Deere Commercial and Consumer Equipment Retailer concerning emission controls and component questions.

The presence of an emissions label signifies that the engine has been certified with the United States Environmental Protection Agency (EPA) and/or California Air Resources Board (CARB).

The emissions warranty applies only to those engines marketed by John Deere that have been certified by the EPA and/or CARB; and used in the United States and Canada in off-road mobile equipment.

### **Emission Compliance Period**

If your engine has the emission compliance category listed on the emission control system certification or air index label, this indicates the number of operating hours for which the engine has been certified to meet EPA and/or CARB emission requirements. The following table provides the engine compliance period in hours associated with the category found on the certification label.

<b>Agency</b>	<b>Category</b>	<b>Hours</b>
EPA	C	250
EPA	B	500
EPA	A	1000
CARB	Moderate	125
CARB	Intermediate	250
CARB	Extended	500

### **Canadian Electromagnetic Compatibility (EMC) Compliance**

This spark ignition system complies with Canadian ICES-002.

### **SAE J2258 and ASME B56.8 Compliance**

This vehicle conforms to SAE J2258. With installation of the optional horn kit, this vehicle conforms to ASME B56.8.

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## Safety

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### Supervisor Safety Responsibilities

- Make sure all operators of this machine are thoroughly trained and are familiar with the operator's manual and understand the machine warning labels.
- Be sure to establish any special safety procedures for existing work conditions and train operators in those procedures.
- Supervisors, operators and mechanics should be familiar with and practice the safety standards that apply to this machine.

### Operator Training Required

- Read the operator's manual and other training material. If the operator or mechanic cannot read English, it is the owner's responsibility to explain this material to them. This publication is available in other languages.
- Become familiar with the safe operation of the equipment, operator controls, and safety signs.
- All operators and mechanics should be trained. The owner of the machine is responsible for training the users.
- Never let children or untrained people operate or service the equipment. Local regulations may restrict the age of the operator.
- The owner/user can prevent and is responsible for accidents or injuries occurring to themselves, other people, or property.
- Operate the machine in an open, unobstructed area under the direction of an experienced operator.

### Operating Safely

- Read, understand and follow all instructions in the operator's manual, on the machine and on the safety video before starting.
- Do not misuse the utility vehicle. It is a utility vehicle, not a recreation vehicle.
- The utility vehicle is not intended for use on highways or public roads. It is to be used for off-road use only.

- Slow down and be careful of traffic when operating near or crossing roadways. Use care when approaching blind corners, shrubs, trees, or other objects that may obscure vision.
- The operator should always make sure that the passenger is aware of correct safety procedures while riding in the utility vehicle.
- The passenger should always use the hand holds.
- Horseplay or recreational riding can lead to accidents, severe bodily injury or death.
- Sit on the center of the seat and keep both feet within the foot platform perimeter. Clean foot platform if dirty, and remove any debris from around foot controls.
- Check for debris in engine compartment, especially around brake linkage on each side of the transaxle.
- Always use both hands for steering.
- Know location of controls and how and what they operate.
- Never operate utility vehicle while standing.
- Never operate utility vehicle with the cargo box raised.
- Check brake action before beginning vehicle operation. Adjust or service the brakes as necessary.
- To provide adequate braking ability and traction, do not tow any attachment or loaded trailer unless the cargo box is fully loaded.
- Inspect vehicle before operating. Be sure hardware is tight. Repair or replace damaged, badly worn, or missing parts. Be sure guards and shields are in good condition and fastened in place. Make any necessary adjustments before operating.
- Do not leave vehicle unattended when it is running.
- Operate during daylight or with good artificial light and if you drive at night, use the lights.
- Do not operate vehicle if under the influence of alcohol or other drugs.
- Avoid sudden starts, stops, or turns.
- Always use a level turn-around area.
- Do not wear radio or music headphones. Safe service and operation require your full attention.

## Using a Spark Arrestor

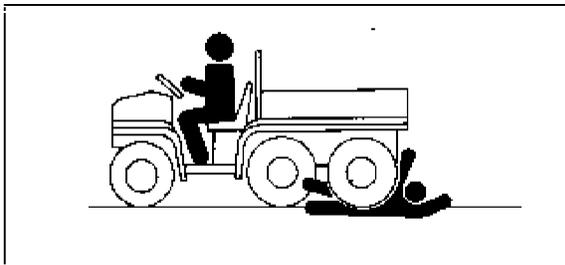
The engine in this machine is equipped with a spark arrestor muffler. It is a violation of California Public Resource Code Section 4442 to use or operate this engine on or near any forest-covered, brush-covered or grass-covered land unless the exhaust system is equipped with a spark arrestor meeting any applicable local or state laws. Other states or federal areas may have similar laws.

A replacement spark arrestor for your machine is available from your authorized dealer. An installed spark arrestor must be maintained in good working order by the operator.

## Parking Safely

1. Stop vehicle on a level surface, not on a slope.
2. Lock park brake.
3. Stop engine.
4. Remove key.
5. Before you leave the operator's seat, wait for engine and all moving parts to stop.
6. Disconnect the negative battery cable or remove the spark plug wire (for gasoline engines) before servicing the machine.

## Protect Children and Prevent Accidents



W00900

- Never assume that children will remain where you last saw them. Stay alert to the presence of children.
- Never carry children in the cargo box area. Do not let children ride in the cargo box of the utility vehicle or any attachment. Do not tow children in a cart or trailer.
- Use extra care when coming to blind corners, shrubs, trees, or other objects that may block vision.

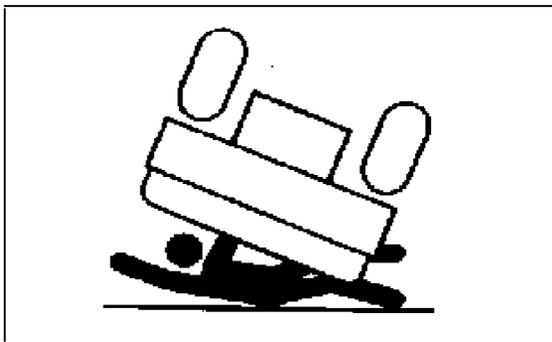
- Before backing or turning, look behind and around the utility vehicle for children.
- Be alert at all times, drive forward and in reverse carefully. People, especially children, can move quickly into an area of operation.
- Back carefully. Look behind the vehicle, especially for children, before backing up.
- Misuse and recreational riding can lead to accidents, severe bodily injury or death.



M78508

- The utility vehicle should not be operated by anyone under the age of 16 years.
- Do not let children or an untrained person operate the vehicle.

### **Avoid Tipping**



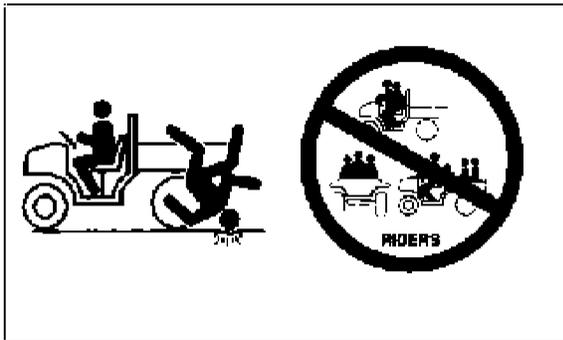
W15212

Accidents resulting in serious injury or death can occur from tipping the utility vehicle. Observe the following practices to help prevent accidents:

- Do not misuse the utility vehicle. The utility vehicle is not designed for recreational riding.
- Drive very slowly when turning. Sharp turns could cause the utility vehicle to tip over.

- Reduce speed and exercise extreme caution on slopes or on rough ground.
- Do not overload vehicle and avoid shifting loads. Reduce load when operating over rough or hilly terrain.
- Do not stop or start suddenly when going uphill or downhill. Be especially cautious when changing direction on slopes.
- Stay alert for holes, rocks, and other hidden hazards in the terrain.
- Keep away from drop-offs, ditches, embankments, as well as ponds and other bodies of water. The machine could suddenly turn over if a wheel is over the edge of a cliff or ditch, or if an edge caves in.
- Keep front wheels straight at crest of hill or going over bumps.
- When descending a hill, remove foot from accelerator and apply brakes to reduce speed and maintain control.
- Do not make changes or modifications to the utility vehicle.

### Keep Riders Off Vehicle



M78507

- Seating is provided for operator and one passenger. No riders are allowed in cargo box or anywhere else on vehicle.
- Riders on vehicle are subject to injury such as being struck by foreign objects or being thrown off of the vehicle and severely injured or killed.
- Riders affect the operator's ability to control the vehicle as well as its center of gravity. Also, riders could obstruct the operator's view resulting in the vehicle being operated in an unsafe manner.
- Never allow riders in the cargo box or other areas where seats are not provided.

### Transport Loads Safely

Be sure load is evenly distributed.

Do not load above load guard.

Securely anchor all loads in cargo box.

Reduce cargo box capacity when operating on rough or hilly terrain.

### **Towing Loads Safely With Utility Vehicle**

- To provide adequate braking ability and traction, weight of towed load (trailer plus cargo) must never exceed the vehicle payload (operator plus passenger plus cargo box load).
- Do not tow a load that exceeds the maximum allowable towing load for this vehicle, as specified in this operator's manual.
- Stopping distance increases with speed and weight of towed load. Travel slowly and allow extra time and distance to stop.
- Tow load at a speed slow enough to maintain control.
- Excessive towed load can cause loss of traction and loss of control on slopes. Reduce towed weight when operating on slopes.
- Never allow children or others in or on towed equipment.
- Use only approved hitches. Tow only with a machine that has a hitch designed for towing. Do not attach towed equipment except at the approved hitch point.
- Follow the manufacturer's recommendations for weight limits for towed equipment and towing on slopes.
- If you cannot back up a slope with a towed load, the slope is too steep to operate on with the towed load. Reduce the towed load or do not operate.
- Do not turn sharply. Use additional caution when turning or operating under adverse surface conditions. Use care when reversing.
- Do not shift to neutral and coast downhill.

### **Before Driving**

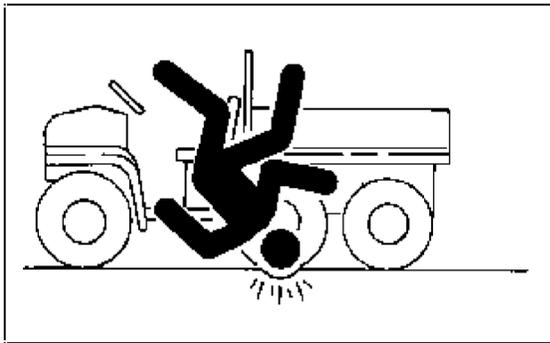
1. Clean foot platform if dirty, and remove any debris from around foot controls. Sit on the center of seat and keep both feet inside foot platform perimeter.
2. Inspect utility vehicle for signs of wear or damage.
3. All safety equipment must be in good condition and fastened in place:
  - Lights.
  - Shields.

- Safety start devices.
- 4. Before moving, check around utility vehicle, be sure no one is near it.
- 5. Inspect mechanical condition of your vehicle before each use to minimize chance of injury or being stranded. Remember, you can ride farther in an hour than you can walk in a day.

Be sure to check condition of tires and wheels, wheel hardware torque, and maintain proper tire pressure.

- 6. Securely anchor all loads.

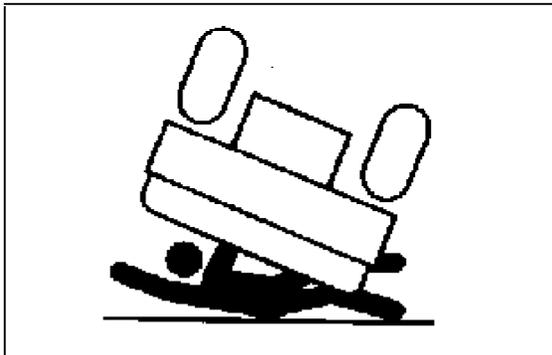
### **Driving On Rough Terrain**



W00903

- Use existing trails. Avoid terrain such as dangerous slopes and impassable swamps. Watch carefully for sharp bumps, holes, ruts, or obstacles.
- Look ahead at terrain. Know what is coming and be prepared to react. Be alert for hazards.
- Keep front wheels straight at crest of hill or going over bumps.
- Reduce speed according to trail, terrain, and visibility conditions.
- The passenger should always use the hand holds.

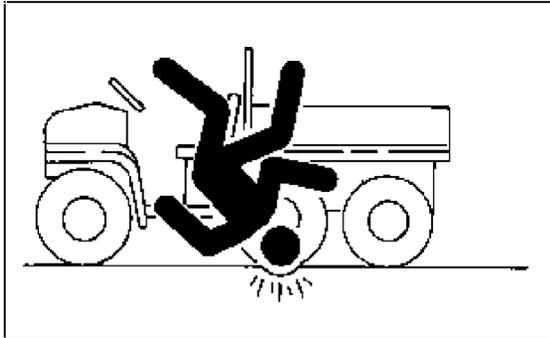
## Climbing Or Descending A Hill



W15212

- Always use the brakes when going down slopes, the utility vehicle can speed up (freewheel) going down a slope. Engine or clutch braking effect is minimal.
- Balance loads evenly and secure them. Braking could shift the load and affect vehicle stability.
- Sit on center of seat and keep both feet within foot platform.
- Never drive past the limit of visibility. Slow down near crest of hill until getting a clear view of the other side.
- Keep front wheels straight at crest of hill or going over bumps.
- Do not stop or start suddenly when going uphill or downhill. Be especially cautious when changing direction on slopes.
- If vehicle stops or loses power going up a hill, lock park brake to hold vehicle on slope. Maintain direction of travel and release brake slowly. Back straight down hill slowly while maintaining control. Do not turn vehicle sideways. Vehicle is more stable in a straight forward or rearward position.
- When descending a hill, remove foot from accelerator and apply brakes to reduce speed and maintain control.

## Driving Across Slopes



W00903

- Reduce speed and use caution on slopes and in sharp turns.
- Stay alert for holes, rocks and other hidden hazards in the terrain.
- When riding on soft terrain, turn front wheels slightly uphill to keep utility vehicle on a straight line across the hill.
- If utility vehicle begins to tip, turn front wheel downhill to gain control before proceeding.

## Riding Through Water

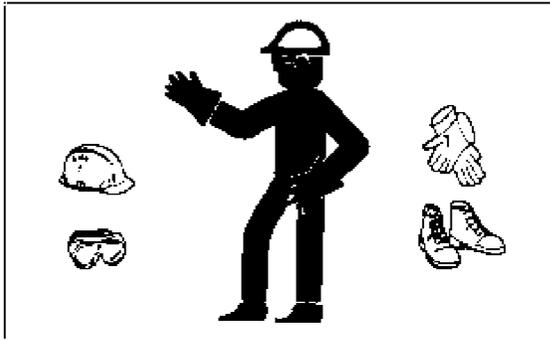
- Avoid water whenever possible. If drive belt becomes wet, slippage will occur and vehicle will lose power.
- Never cross any body of water where depth may be unknown to the operator. As an operational guideline, deep water is considered anything in excess of 152 mm (6 in.) in depth. Tires may float, making it difficult to maintain control.
- Choose a course within the waterway where both banks have a gradual incline. Cross at a point known to be safe.
- Proceed at a slow steady speed to avoid submerged obstacles and slippery rocks.
- Avoid water crossings where the operation of a utility vehicle may cause damage to waterway beds or erode waterway shoreline.

## Checking Wheel Hardware

- A serious accident could occur causing serious injury if wheel hardware is not tight.
- Check wheel hardware tightness often during the first 100 hours of operation.

- Wheel hardware must be tightened to specified torque using the proper procedure anytime it is loosened.

### **Wear Appropriate Clothing**



- Wear close fitting clothing and safety equipment appropriate for the job.
- Certain operating conditions may dictate that the operator and any passenger wear appropriate safety equipment while operating the vehicle. Be prepared for any existing and potential conditions before operating machine.
- Local safety or insurance regulations may require additional safety equipment such as eye protection or a hard hat.
- Always wear substantial footwear and long trousers. Do not operate the equipment when barefoot or wearing open sandals.

### **Practice Safe Maintenance**

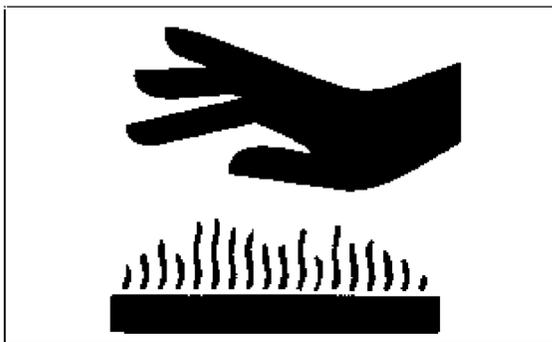


MIF

- Only qualified, trained adults should service this machine.
- Understand service procedure before doing work. Keep area clean and dry.

- Never lubricate, service, or adjust machine while it is moving. Keep safety devices in place and in working condition.
- Keep hands, feet, clothing, jewelry, and long hair away from any moving parts, to prevent them from getting caught.
- Disconnect battery or remove spark plug wire before making any repairs.
- Keep all nuts and bolts tightened.
- Securely support any machine elements that must be raised for service work. Lock service latches before working on machine with raised attachments.
- Never run engine unless park brake is locked.
- Keep all parts in good condition and properly installed. Fix damage immediately. Replace worn or broken parts. Replace all worn or damaged safety and instruction decals.
- To prevent fires, remove any buildup of grease, oil, or debris from the machine, especially the engine.
- Do not modify machine or safety devices. Unauthorized modifications may impair its function and safety.
- Do not wear radio or music headphones while servicing the machine. Safe service requires your full attention.
- Disconnect battery ground cable (-) on the machine or remove attachment from machine before welding on the machine.

### **Prevent Fires**



- Remove grass and debris from engine compartment and muffler area, before and after operating machine.
- Always shut off fuel when storing or transporting machine, if the machine has a fuel shutoff.

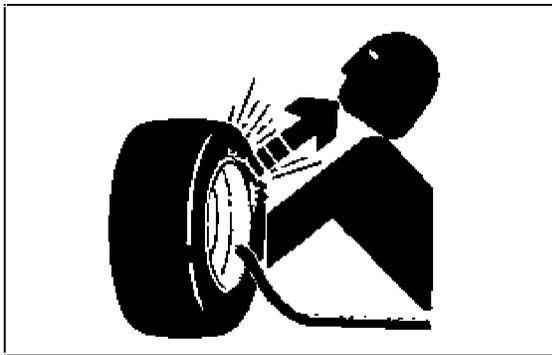
- Do not store machine near an open flame or source of ignition, such as a water heater or furnace.
- Check fuel lines, tank, cap, and fittings frequently for cracks or leaks. Replace if necessary.

### **Do Not Modify Machine**

Do not make any unauthorized modifications to the machine in anyway.

Modifications can result in making the machine unstable, increasing the possibility of rollover causing severe bodily injury or death.

### **Tire Safety**

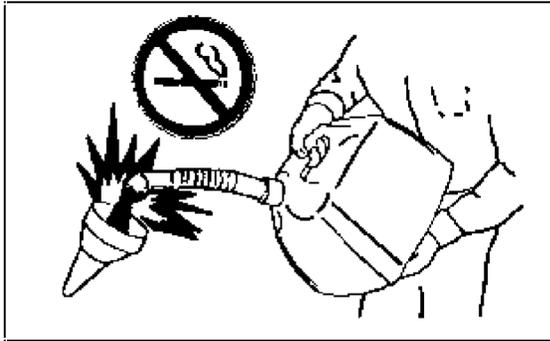


Explosive separation of a tire and rim parts can cause serious injury or death:

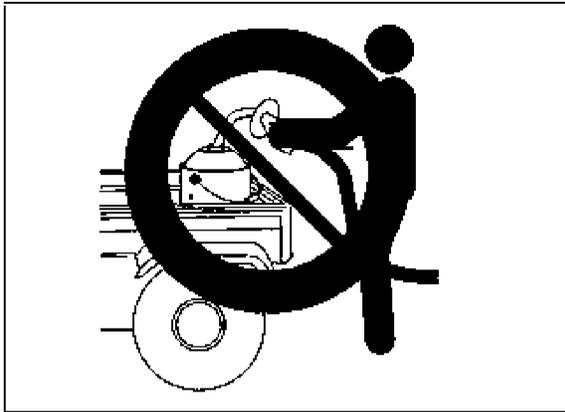
- Do not attempt to mount a tire without the proper equipment and experience to perform the job.
- Always maintain the correct tire pressure. Do not inflate the tires above the recommended pressure. Never weld or heat a wheel and tire assembly. The heat can cause an increase in air pressure resulting in a tire explosion. Welding can structurally weaken or deform the wheel.
- When inflating tires, use a clip-on chuck and extension hose long enough to allow you to stand to one side and NOT in front of or over the tire assembly.
- Check tires for low pressure, cuts, bubbles, damaged rims or missing lug bolts and nuts.

## Handling Fuel Safely

To avoid personal injury or property damage, use extreme care in handling fuel. Fuel is extremely flammable and fuel vapors are explosive:

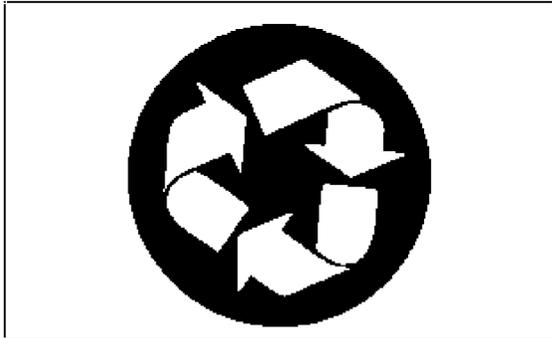


- Extinguish all cigarettes, cigars, pipes, and other sources of ignition.
- Use only an approved fuel container. Use only non-metal, portable fuel containers approved by the Underwriter's Laboratory (U.L.) or the American Society for Testing & Materials (ASTM). If using a funnel, make sure it is plastic and has no screen or filter.
- Never remove the fuel tank cap or add fuel with the engine running. Allow engine to cool before refueling.
- Never add fuel to or drain fuel from the machine indoors. Move machine outdoors and provide adequate ventilation.
- Clean up spilled fuel immediately. If fuel is spilled on clothing, change clothing immediately. If fuel is spilled near machine, do not attempt to start the engine but move the machine away from the area of spillage. Avoid creating any source of ignition until fuel vapors have dissipated.
- Never store the machine or fuel container where there is an open flame, spark, or pilot light such as on a water heater or other appliance.



- Prevent fire and explosion caused by static electric discharge. Static electric discharge can ignite fuel vapors in an ungrounded fuel container.
- Never fill containers inside a vehicle or on a truck or trailer bed with a plastic liner. Always place containers on the ground away from your vehicle before fueling.
- Remove fuel-powered equipment from the truck or trailer and refuel it on the ground. If this is not possible, then refuel such equipment with a portable container, rather than from a fuel dispenser nozzle.
- Keep the nozzle in contact with the rim of the fuel tank or container opening at all times until the fueling is complete. Do not use a nozzle lock-open device.
- Never overfill fuel tank. Replace fuel tank cap and tighten securely.
- Replace all fuel container caps securely after use.
- For gasoline engines, do not use gas with methanol. Methanol is harmful to your health and to the environment.

## Handling Waste Product and Chemicals



Waste products, such as, used oil, fuel, coolant, brake fluid, and batteries, can harm the environment and people:

- Do not use beverage containers for waste fluids - someone may drink from them.
- See your local Recycling Center or authorized dealer to learn how to recycle or get rid of waste products.
- A Material Safety Data Sheet (MSDS) provides specific details on chemical products: physical and health hazards, safety procedures, and emergency response techniques. The seller of the chemical products used with your machine is responsible for providing the MSDS for that product.

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## Operating

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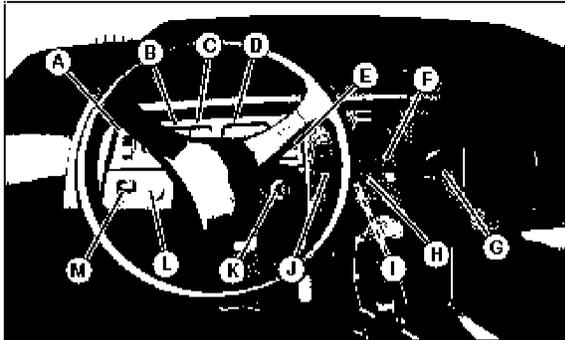
### Daily Operating Checklist

- o Test safety systems.
- o Check tire pressure.
- o Check fuel level.
- o Check engine oil level.
- o Remove grass and debris from engine compartment, muffler area, and front grille, before and after operating machine.
- o Check area below machine for leaks.
- o Check brakes and park brake operation.
- o Check coolant level.
- o Check air restriction indicator.
- o Tighten any loose hardware.

### Avoid Damage to Plastic and Painted Surfaces

- Do not wipe plastic parts unless rinsed first.
- Insect repellent spray may damage plastic and painted surfaces. Do not spray insect repellent near machine.
- Be careful not to spill fuel on machine. Fuel may damage surface. Wipe up spilled fuel immediately.

## Operator Station Controls



MX30998a

A - Cargo Box Power Lift Switch (Optional)

B - Engine Oil Pressure Light

C - Engine Coolant Temperature Light

D - Park Brake Light

E - Hour Meter

F - Headlight Switch

G - 12 VDC Accessory Outlet

H - Hazard Lights Switch (Optional)

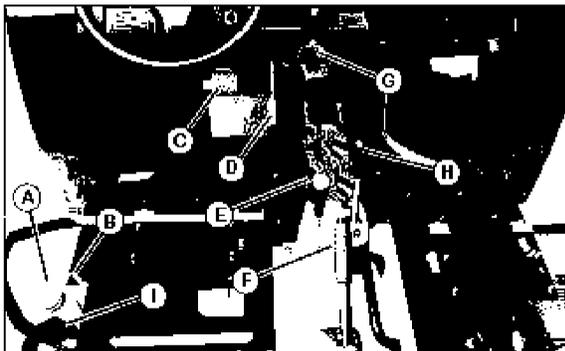
I - Front Blade Lift/Lower Switch (Optional)

J - Horn Switch (Optional)

K - Key Switch

L - Choke Knob (Models with choke on dash)

M - Turn Signal Switch (Optional)



MX30999

Picture Note: Seats removed for clarity.

A - Fuel Gauge

B - Choke Knob (Models with choke under seat)

C - Brake Pedal

D - Accelerator Pedal

E - Traction Assist Lever

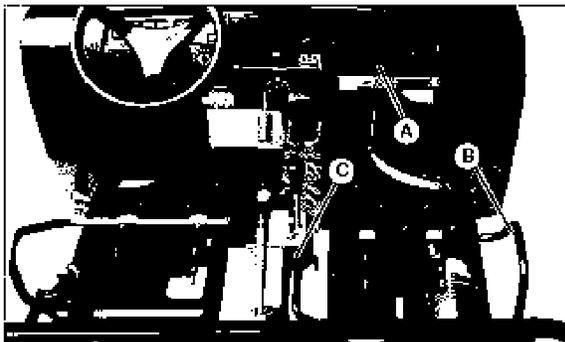
F - Park Brake Lever

G - All Wheel Drive (AWD) Lever

H - Transaxle Shift Lever

I - Fuel Tank Cap

### Using Hand Holds



MX31000

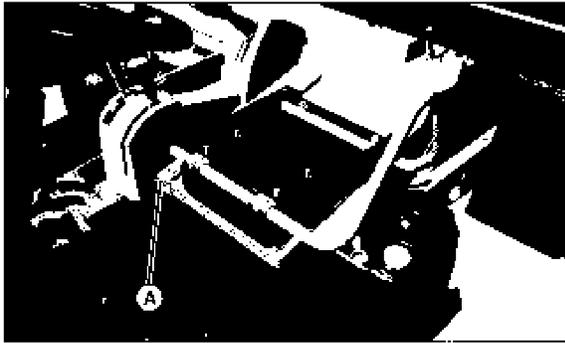
Hand holds are provided for passenger balance. When a passenger is present, they shall use two of the three hand holds at all times while the machine is moving. The dash bar (A), side rail (B), and grab handle (C).

### Adjusting Operator's Seat

1. Stop machine and move transaxle shift lever to N (neutral) position.
2. Lock park brake.



**CAUTION:** Avoid injury! Never adjust seat while machine is moving. Stop machine before adjusting seat to prevent loss of machine control.



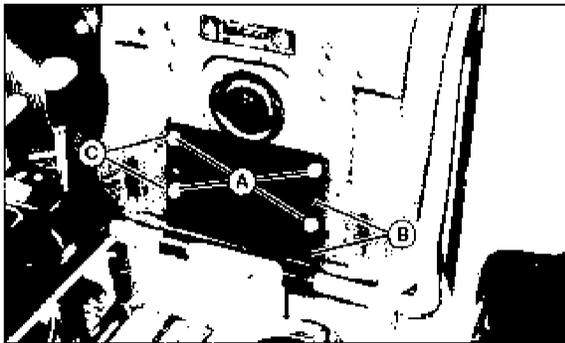
MX31001

Picture Note: Seats removed for clarity.

3. Push lever (A) to the left.
4. Slide seat forward or rearward to desired position.
5. Release lever.

### **Adjusting Passenger Seat**

1. Tip seat forward.



MX31038

Picture Note: Rear position shown.

2. Hold onto seat and remove cap screws (A).
3. Slide seat to the forward (B) or rearward (C) position.
4. Position bottom of seat against bracket and align correct holes with holes in seat.
5. Install original hardware to secure seat.
6. Tighten seat bracket hardware to 10 N·m (7 lb-ft).

## Testing Safety Systems



**CAUTION:** Avoid injury! Engine exhaust fumes contain carbon monoxide and can cause serious illness or death.

Move the machine to an outside area before running the engine.

Do not run an engine in an enclosed area without adequate ventilation.

- Connect a pipe extension to the engine exhaust pipe to direct the exhaust fumes out of the area.
- Allow fresh outside air into the work area to clear the exhaust fumes out.

The safety systems installed on your machine should be checked before each machine use. Be sure you have read the machine operator manual and are completely familiar with the operation of the machine before performing these safety system checks.

Use the following checkout procedures to check for normal operation of machine.

If there is a malfunction during one of these procedures, do not operate machine. **See your authorized dealer for service.**

Perform these tests in a clear open area. Keep bystanders away.

### Testing the Safety Start System

1. Sit on the operator's seat.
2. Put key switch in OFF position.
3. Lock park brake.
4. Move transaxle shift lever forward to the high range position.

5. Turn key switch to start position. Engine should not crank. Turn key switch off.
6. Move transaxle shift lever to reverse position.
7. Turn key switch to start position. Engine should not crank. Turn key switch off.

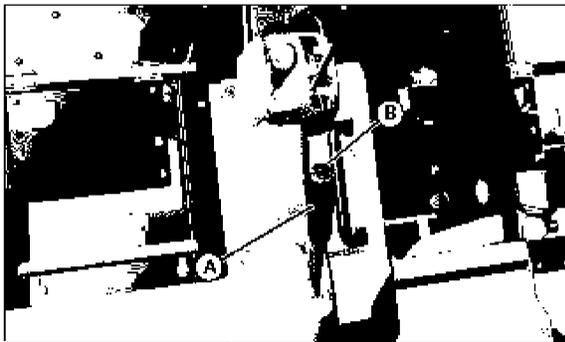
### Using Park Brake



**CAUTION:** Avoid injury! Children or bystanders may attempt to move or operate an unattended machine.

Always lock the park brake and remove the key before leaving the machine unattended.

### Locking the Park Brake:



MX31002

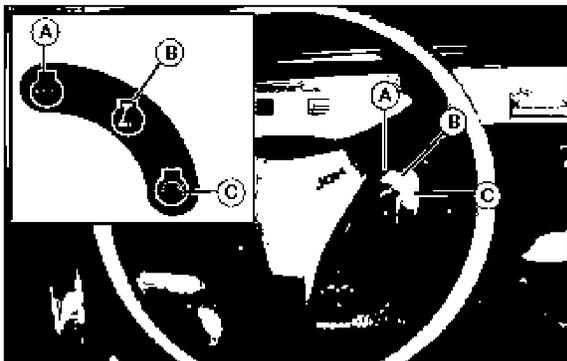
Picture Note: Seats removed for photo clarity.

1. Push down on brake pedal to hold machine in place.
2. Pull up on lever (A) and lock lever into position engaging park brake.

### Unlocking the Park Brake:

1. Push down on brake pedal to hold machine in place.
2. Pull up on lever (A).
3. Depress button (B).
4. Release lever down completely.

## Using Key Switch



MX31873, W00927

A - OFF Position - With key in off position, all switched power is off, and engine should not run.

B - ON Position - Turn key from off to this position and all switched power circuits will be energized.

C - START Position - Turn key to start position to start the engine. Release key after engine has started and it will automatically return to the on position. The engine will continue to run.

## Using Headlights

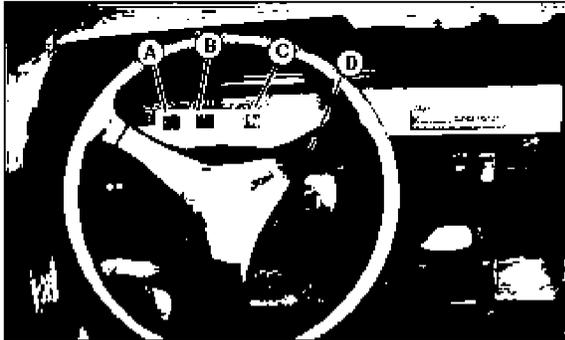
Key switch must be in the run position to operate the lights. If the key switch is in the run position and the engine is not running, the battery will discharge if the lights are allowed to remain on for an extended period of time.



MX31873, MX30606

- Press at top of light switch (A) to turn headlights on.
- Press at bottom of light switch (A) to turn headlights off.

## Using and Checking Instrument Panel



MX31873

**A - Engine Oil Pressure Light** - This light will turn on when the ignition key is in the ON position and the engine is not running. If this light turns on while the engine is running, engine oil pressure is too low. Stop engine.



**CAUTION:** Avoid injury! The radiator will be hot and can burn skin. Built-up pressure may cause explosive release of coolant when the radiator cap is removed:

- Shut off the engine and allow to cool.
- Do not remove the cap unless the radiator and the engine are cool enough to touch with bare hands.
- Slowly loosen the cap to the first stop to release all pressure. Then remove the cap.

**B - Engine Coolant Temperature Light** - This light will turn on when the ignition key is in the START position and the transmission is in neutral. The light will turn off when the key is released to the ON position. This light will turn on when the engine coolant is approaching a dangerously hot temperature. If this light turns on during operation, remove load on machine immediately. Stop engine, move transaxle shift lever to neutral, and lock park brake. Check for something blocking air flow to the radiator and check engine coolant level.

**C - Park Brake Light** - This light will turn on when the key switch is in the ON position and the park brake is locked.

**D - Hour Meter** - The hour meter operates and displays when the engine is running. The hour meter shows the accumulated number of hours the engine has run. The hour meter is intended to provide a means of monitoring machine usage for maintenance purposes. Use the hour meter to determine when your machine has reached the recommended service intervals.

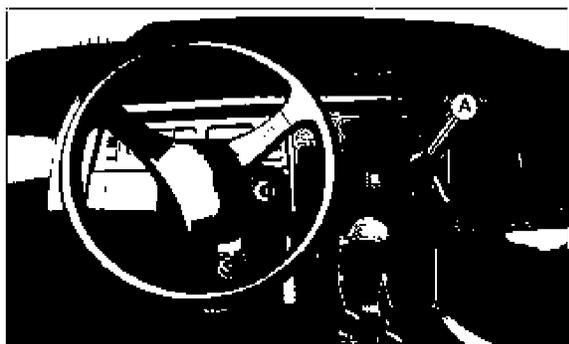
## Using Accessory Outlet



**CAUTION:** Avoid injury! Safe operation requires your full attention. Do not wear radio or music headphones while operating machine.

**NOTE:** Accessory must be rated at 10 amps or less.

The accessory plug does not turn off with the key switch. Items connected to the accessory plug will continue to draw power draining the battery.



MX30998

- Remove 12-volt outlet (A) cover and install accessory cord in outlet.
- Install cover in outlet after use.

## Using Turn Signal Switch (Optional)

**NOTE:** Turn signals will continue to flash when the key is in the off position, draining the battery.



MX30608, MX31874

- Press at left end of turn signal switch (A) to signal a left turn.

- Press at right end of turn signal switch (A) to signal a right turn.
- Press at opposite end of turn signal switch (A) until switch is centered to turn signal light off.

### Using Hazard Lights (Optional)

NOTE: Hazard lights will continue to flash when the key is in the off position, draining the battery.



MX30607, MX31873

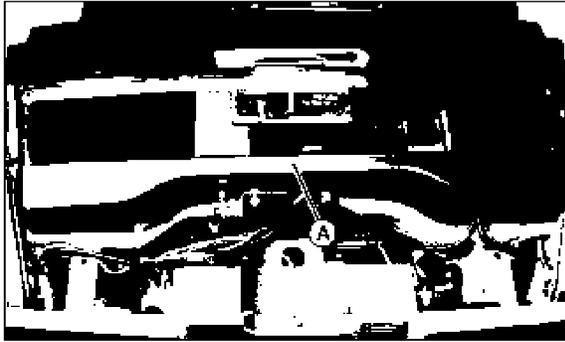
- Press at top of hazard light switch (A) to turn hazard lights on.
- Press at bottom of hazard light switch (A) to turn hazard lights off.

### Using Storage Tray



**CAUTION:** Avoid injury! Never store flammable, heavy, or loose breakable objects in the storage tray. Always latch hood before operating machine.

**IMPORTANT:** Avoid damage! Do not store items that will not allow the hood to close properly. Properly secure loose or sharp items. These items may damage the storage tray or other items within the tray.



MX31762

Storage tray (A) is located in front of machine under the hood. This is a convenient location to carry personal articles such as an Operator's Manual, spare parts, first aid kit, and/or tools. The storage tray has a total volume of 7210 cc (440 in.<sup>3</sup>).

1. Open hood to access the storage tray.
2. Secure all items to prevent damage from movement while operating the machine.
3. Close hood.

### Starting the Engine



**CAUTION:** Avoid injury! Engine exhaust fumes contain carbon monoxide and can cause serious illness or death.

Move the machine to an outside area before running the engine.

Do not run an engine in an enclosed area without adequate ventilation.

- Connect a pipe extension to the engine exhaust pipe to direct the exhaust fumes out of the area.
- Allow fresh outside air into the work area to clear the exhaust fumes out.

1. Sit on operator seat. Do not start engine at this time.
2. Push down on accelerator pedal to check free movement of pedal assembly. Release pedal.

**NOTE:** The machine has a neutral start safety switch. The engine will not start unless the transaxle shift lever is in N (Neutral) position.

3. Verify that transaxle shift lever is in N (Neutral) position.
4. Verify that park brake is locked.

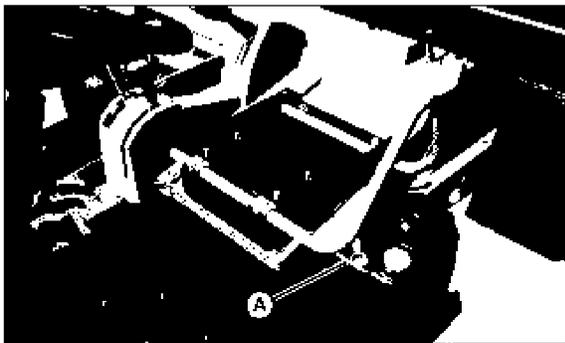


**CAUTION:** Avoid injury! Do not start engine by shorting across starter terminals. Bypassing normal circuitry will allow vehicle to start in gear.

Do not use starting fluid to aid engine starting.

Never start engine while standing on ground. Start engine only from operator's seat.

5. Turn key switch to the ON position.
6. Check that the oil pressure indicator light is on.
7. Pull choke:



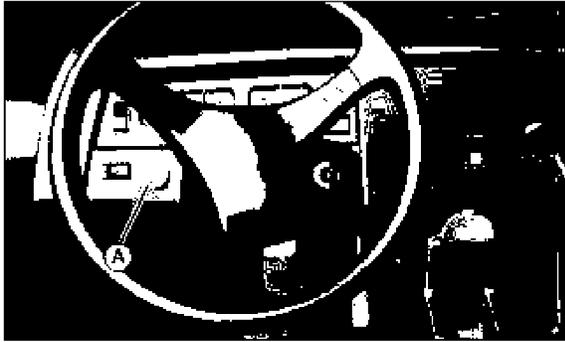
MX31001

Picture Note: Model with choke under seat.  
(Seats removed for clarity.)

· Models with choke under seat: Pull out and hold choke knob (A) if engine is cold. The choke spring will return the choke to the open position when released.

**IMPORTANT:** Avoid damage! Open the choke by pushing the knob in to its full off position as soon as possible. Running the engine with the choke on beyond the warm up period may lead to plug fouling.

**NOTE:** The dash mounted choke is designed with a snap-and-seal option that can be used for maximum weather protection during pressure washing or stormy weather. Under normal use this feature does not need to be used. To use this option, push in choke until it snaps or clicks and can be pushed in no further.



MX30998a

Picture Note: Model with choke on dash.

- Models with choke on dash: Pull out fully on the choke knob (A) if engine is cold.

8. Turn key to start position.

9. Choke on dash models: Push choke in as far as needed to obtain a stable engine idle. Once engine is running smoothly, push choke all the way in (stopping before it clicks or snaps).

**IMPORTANT:** Avoid damage! Starter may be damaged if starter is operated for more than 20 seconds at a time:

- Wait two minutes before trying again if engine does not start.

10. Release key to the ON position when engine starts.

- If engine does not start within five seconds, turn key to off and wait ten seconds before trying to start again.

- In very cold conditions, attempt starting engine three times only, then wait 5 minutes before trying again. This will allow time for starter to cool and prevent damage to starter.

**IMPORTANT:** Avoid damage! Do not operate the engine at full throttle or under load until engine has warmed up, or engine damage could occur.

11. Run engine at half speed for 2 or 3 minutes to warm the engine.

## Stopping Engine



**CAUTION:** Avoid injury! Children or bystanders may attempt to move or operate an unattended machine.

Always lock the park brake and remove the key before leaving the machine unattended.

**IMPORTANT:** Avoid damage! Do not stop engine immediately after hard or extended operation. Keep engine running at low idle for about 2 minutes to prevent heat build-up.

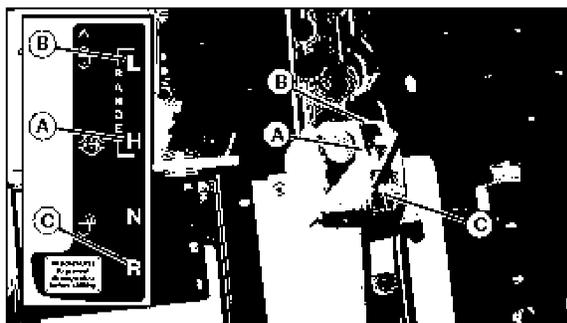
1. Stop machine.
2. Move transaxle shift lever to N (Neutral) position.
3. Lock park brake.
4. Turn key switch to OFF position.
5. Remove key.

### Using Travel Controls

1. Stop machine.
2. Allow engine to come to a low idle speed.

**IMPORTANT:** Avoid damage! Do not shift gears when vehicle is moving or with engine running above low idle speed. Push down brake to stop vehicle motion and engage shift lever with a firm positive action.

Gears may grind when shifting if engine idle speed is set higher than factory specification.



VG11348, MX31002

3. Select a gear position:

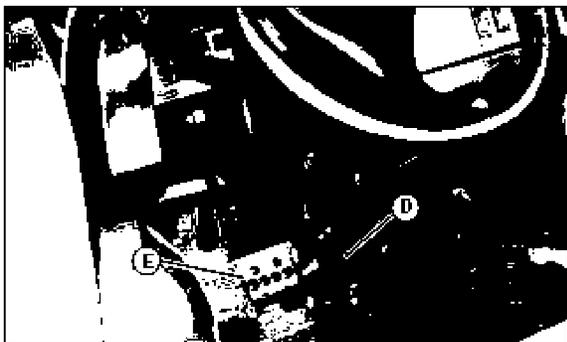
- Forward - Push shift lever forward to either high (A) or low (B) range.
- Reverse - Push shift lever to left, then pull rearward to reverse (C) gear.

4. Use the traction assist and/or AWD as needed.

5. Look in the direction the vehicle will travel.



**CAUTION:** Avoid injury! Reduce speed before braking or turning, when hauling loads, and while operating around obstacles or on hazardous off-road conditions.

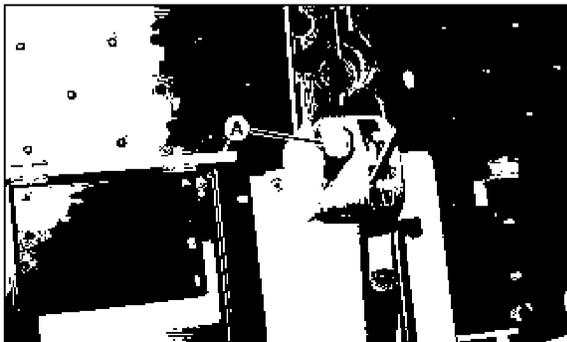


MX31874

6. Push down accelerator pedal (D) slowly and smoothly to begin machine travel.

7. Release accelerator and apply brake pedal (E) evenly and firmly to slow down or stop.

### Using Traction Assist



VG11348, MX31002

Traction Assist (A) provides better traction when rear wheels start to slip. Engaging the traction assist will cause both rear wheels to turn together at equal speed.



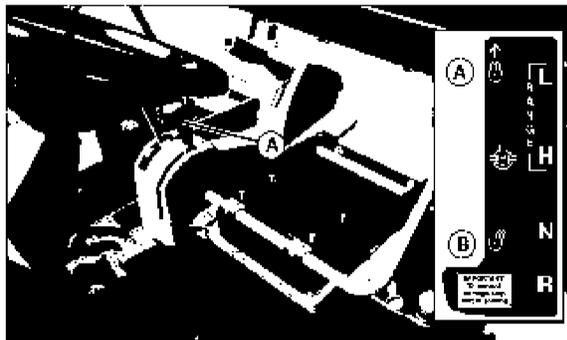
**CAUTION:** Avoid injury! Driving at high speeds with the traction assist engaged may result in loss of steering control. Do not engage traction assist or turn with the traction assist engaged while operating machine at high speeds or on slopes.

### Engaging the Traction Assist:

**IMPORTANT:** Avoid damage! Incorrectly engaging traction assist may damage the transaxle.

Reduce speed before engaging or disengaging traction assist.

1. Stop or reduce engine speed to 1/3 throttle or less.



MX31001

2. Push traction assist lever forward to locked position (A):
  - Traction assist will remain engaged as long as lever is forward.

### Disengaging the Traction Assist

**NOTE:** To ensure true disengagement of traction assist, you must equalize torque on both axles.

1. Stop or reduce engine speed to 1/3 throttle or less.
2. Drive the vehicle straight ahead at a constant speed.
3. Pull lever rearward to unlocked position (B).

## Using All Wheel Drive (AWD) - HPX 4x4 and Trail HPX 4x4

All Wheel Drive (AWD) enables the powertrain to drive the front wheels in addition to the rear wheels for improved traction on difficult ground conditions.



**CAUTION:** Avoid injury! AWD greatly increases traction and may make dangerously sloped terrain accessible, increasing possibility of a tip-over.

Use extra caution when driving on slopes. Use AWD when driving on slopes to increase traction.

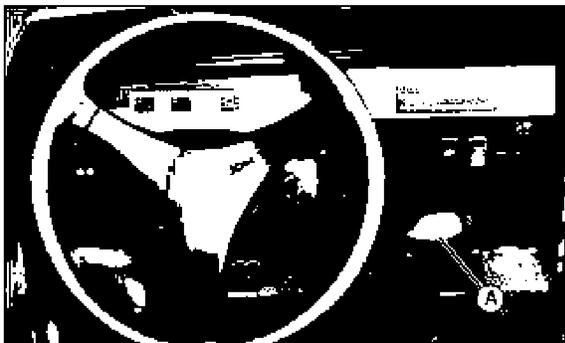
Use AWD when driving on icy, wet or graveled surfaces; reduce speed to avoid skidding and loss of steering control.

**IMPORTANT:** Avoid damage! Always disengage AWD when driving on a paved surface, or when moving machine without engine running.

To prevent premature front tire wear, disengage AWD when not needed.

Engaging AWD when the machine is stopped and the rear wheels are spinning will damage the gears.

Spinning of the rear wheels with the front wheels not rotating could damage AWD differential.



MX31873

**NOTE:** It may be necessary to reduce engine load to disengage all wheel drive.

- Machine shall be stopped or coasting in a straight line to engage and disengage AWD.
- Pull up on AWD lever (A) to engage front wheel drive system.

- Push down on lever to disengage the system.



c CAUTION: Avoid injury! Front implements may cause decreased traction at the rear wheels resulting in loss of control. Always operate machine with AWD engaged when front implements are attached.

### Tips for operating AWD:

- Maintain recommended front and rear tire pressures to ensure optimum performance on all surface conditions.
- Disengage AWD when driving machine on paved or hard packed surfaces to increase front tire life and reduce drive train wear.

## Raising and Lowering Cargo Box

### Manual Lift

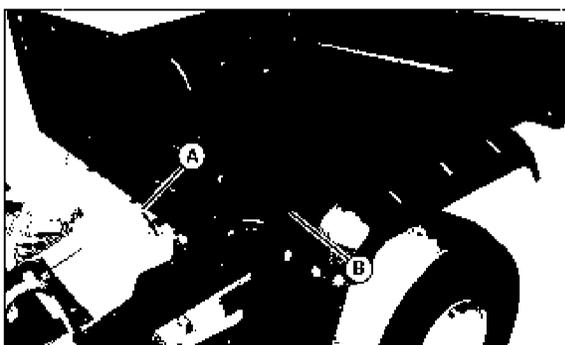


c CAUTION: Avoid injury!

Park machine on a level surface and lock park brake before manually raising and securing cargo box in raised position.

A cargo box containing material can be heavy. Empty some or all material until cargo box can safely be raised manually.

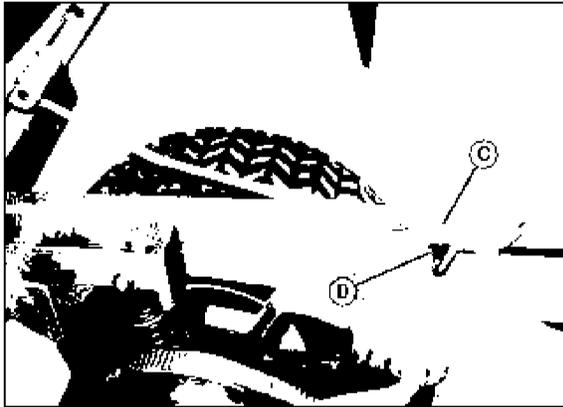
1. Park the vehicle safely. (See Parking Safely in the SAFETY section.)
2. Empty cargo box by hand.



MX31003

3. Release latch (A) by pushing inward toward center of machine. Raise cargo box manually with lift handle (B) on side of cargo box.

 **CAUTION:** Avoid injury! Cargo box can fall if not secured properly. Remove key from ignition and lock support rod securely before doing any service under raised cargo box.



MX31004

4. Push support rod (C) down to lock into slot (D) when cargo box is fully raised.

5. To lower cargo box, raise cargo box slightly using lift handle.

6. Release support rod from latch slot by pulling up on lower end of rod.

**NOTE:** Lowering the box completely will allow the support rod to latch at the front of cargo box.

7. Slowly lower cargo box. Support rod will slide along slotted channel.

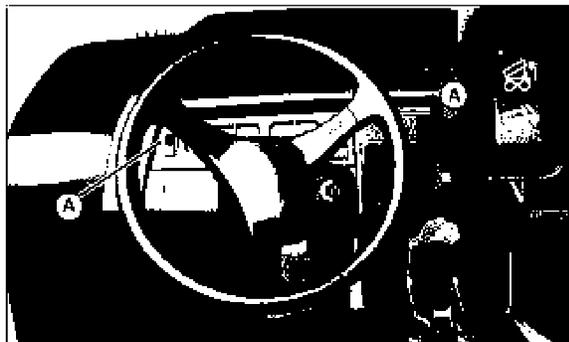
8. Push down on cargo box handle until support rod latches into cargo box with an audible snap.

### **Power Lift (Optional)**

**IMPORTANT:** Avoid damage! A "hissing" or "squealing" sound when cargo box is fully raised or lowered or when box is heavily loaded indicates hydraulic system operating at pressure relief. To prevent unnecessary wear or damage, minimize operation at pressure relief. Do not operate the Power Lift actuator beyond full stroke or exceed the cargo box weight capacity.

1. Park the vehicle safely. (See Parking Safely in the SAFETY section.)

2. Turn key to ON position.



MX30998, MX30610

3. The cargo box switch (A) is located on the left side of the instrument panel.

4. Raise cargo box by pressing and holding top of switch (A). Release switch when box is at desired dump height or when reaching maximum height.

NOTE: Allowing the Power Lift hydraulics to operate at pressure relief briefly (less than one second) after cargo box is fully lowered will help keep cargo box secure and reduce rattling caused by travel vibrations.

5. Completely lower cargo box by pressing and holding bottom of switch (A).

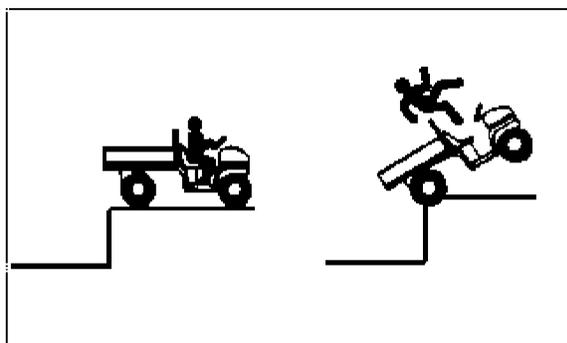
6. Turn key to OFF position.

### Emptying Cargo Box



**CAUTION:** Avoid injury! Raising a loaded cargo box changes the center of gravity. Do not allow rear wheels to hang over the edge of a loading dock or ravine.

A loaded cargo box can be very heavy. Do not attempt to dump a loaded cargo box not equipped with Power Lift option. Unload cargo box before raising it by hand.



M78552

1. Back up vehicle to dump, site.
2. Park the vehicle safely. (See Parking Safely in the SAFETY section.)
3. Release tailgate latches.

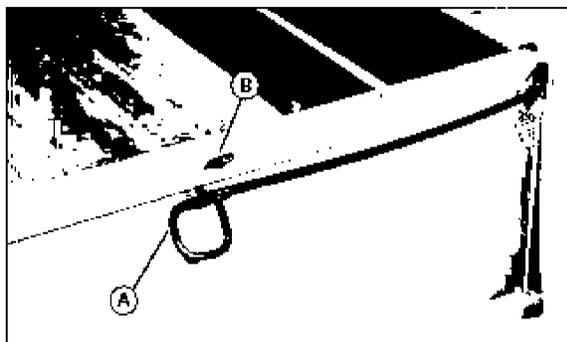
NOTE: If power lift system will not lift load, lower cargo box completely and remove excess load by hand before dumping.

4. Raise cargo box to dump load.
5. Lower cargo box when empty.
6. Latch tailgate closed. Do not drive vehicle with cargo box in raised position.

### Operating the Tailgate



**CAUTION:** Avoid injury! Riders can fall off and be injured or killed. Do not allow riders in the cargo box or on the tailgate.

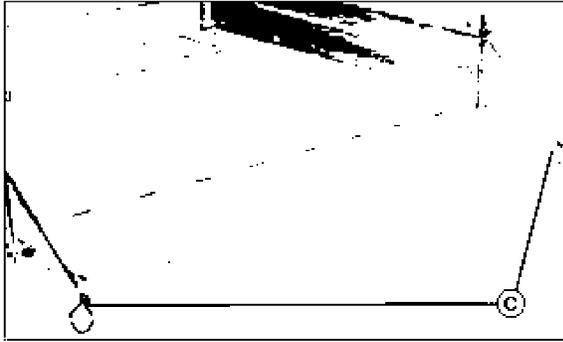


MX31765

1. Push in and down on loop (A) of tailgate latch rods to unhook rods from slot (B) in tailgate.
2. Pull latch rods out and down.



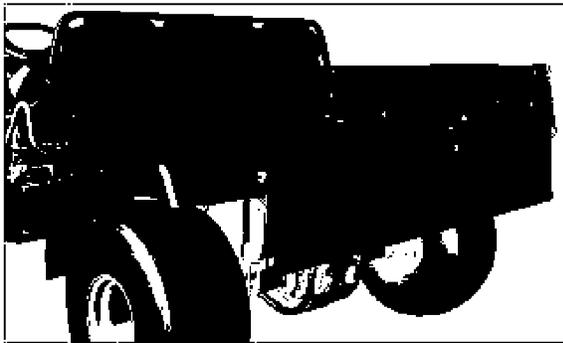
**CAUTION:** Avoid injury! When raising or lowering tailgate, latch rods can swing abruptly towards operator. Slowly lower or raise tailgate to make sure latch rods do not injure operator.



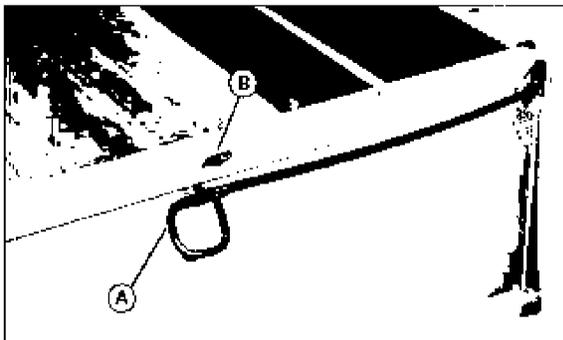
MX31766

3. Lower tailgate until it rests on ends of latch rods (C).

**IMPORTANT:** Avoid damage! Do not drive vehicle with tailgate unsupported and hanging down. Lugs on tires will contact tailgate causing structural damage.



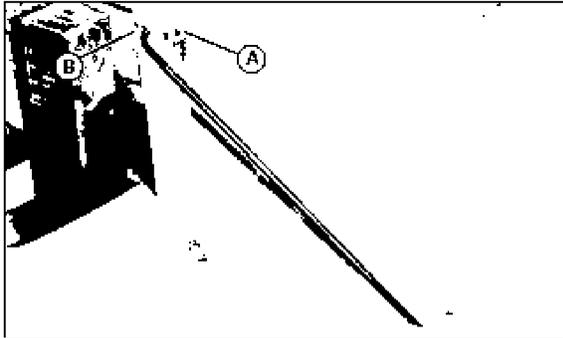
MX31009



MX31765

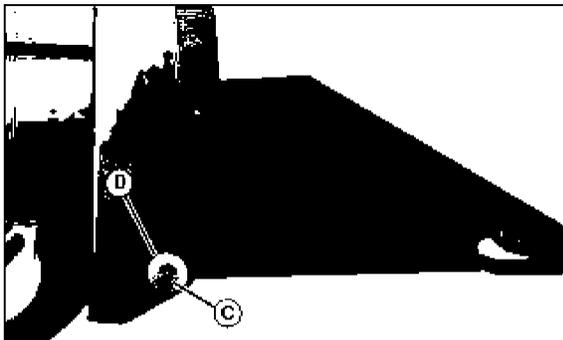
4. To raise tailgate, slowly push tailgate upward. Push inward and upward on loop (A) of latch rod to engage rod in slot (B) in tailgate.

## Removing Tailgate



MX31006

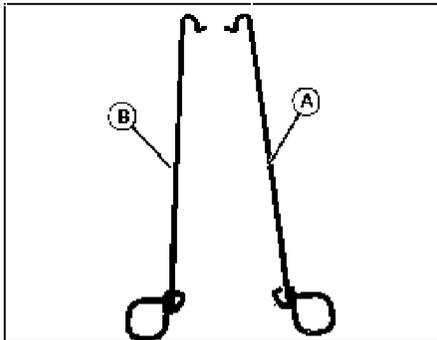
1. Remove and retain rubber hose sleeves from latch rod ends (A).
2. Raise tailgate slightly and rotate latch rods to disengage from slots (B) in cargo box sides.
3. Remove latch rods from sides of tailgate.
4. Support tailgate by hand.



MX31008

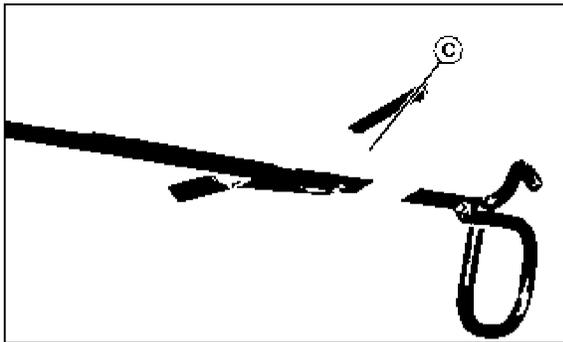
5. Remove retaining ring (C) and bushing (D) from each tailgate rod end.
6. Slide tailgate sideways so tailgate rod end is clear of the cargo box bracket.
7. Pull the detached end of tailgate away from the cargo box just enough to clear the cargo box bracket and allow the tailgate to slide in opposite direction to complete removal.
8. To install, reverse the steps.

## Installing Tailgate Latch Rods



MX31768

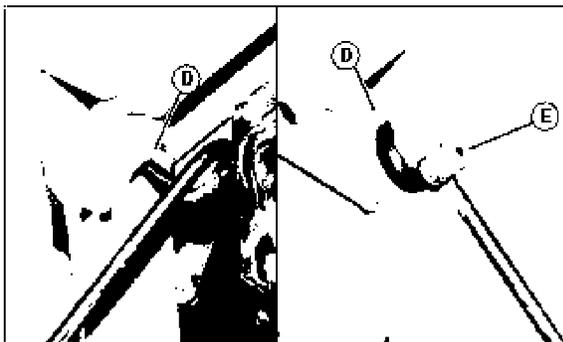
1. Identify right (A) and left (B) latch rods.



MX31769

Picture Note: Left side shown.

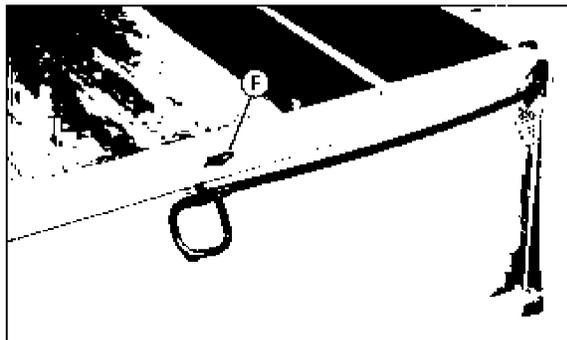
2. Route latch rod through tailgate opening (C) as shown.



MX31770, MX31771

3. Raise tailgate slightly from horizontal position. Insert end of latch rod through slot (D) in cargo box bracket. Rotate rod around the bracket to secure.

4. Install rubber hose sleeve onto rod end (E).



MX31765

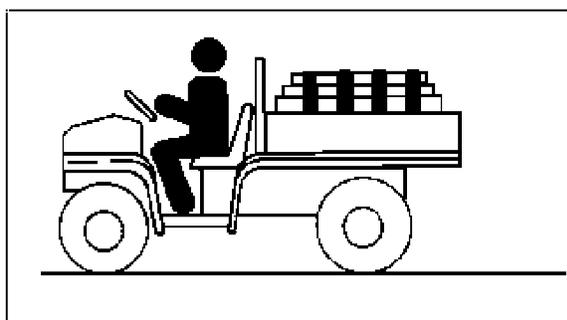
5. Raise tailgate, push inward and upward on latch rod to engage rod in slot (F) in top rail.

### Loading the Cargo Box



**CAUTION:** Avoid injury! The utility vehicle may become unstable if the cargo box is loaded incorrectly. Avoid loose and shifting loads or uneven loading of material.

- Do not load above height of load guard.
- Securely anchor all loads in cargo box.
- Do not load beyond maximum capacity.



M78553

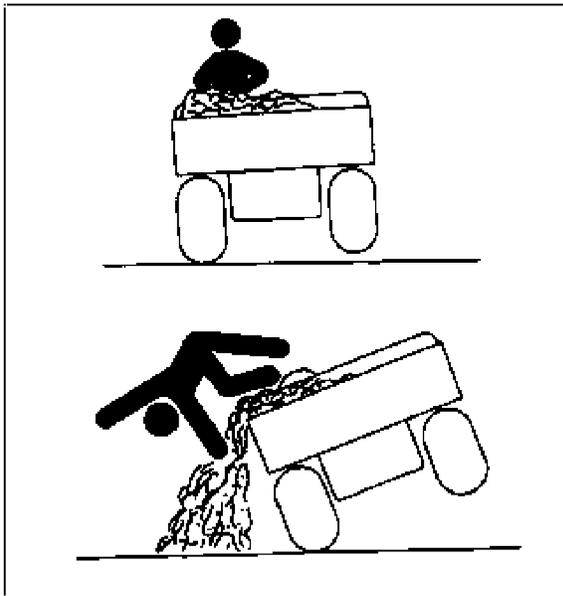
Maximum payload capacity on level terrain for the cargo box is 408 kg (900 lb).

Reduce load by half when operating over rough, hilly, or steep terrain. Do not overload vehicle. Limit loads to those that can be safely controlled.

Reduce speed and exercise extreme caution when operating over rough, hilly, or steep terrain.

Securely anchor and evenly distribute loads in cargo box, when loading objects into vehicle. Shifting loads will affect stability.

Do not load above load guard.



M78556

Avoid concentrated loads at rear or side of cargo box to prevent vehicle from tipping over. Be sure load is evenly distributed.

Because there is a big difference in weight between dry and wet sand, the only way of getting true weight of the load you are carrying is by using a scale.

For example, dry sand weighing 250 kg (550 lb) would be approximately 1/2 of cargo box volume.

Printed weight is normally on bagged and other material.

## Towing Loads

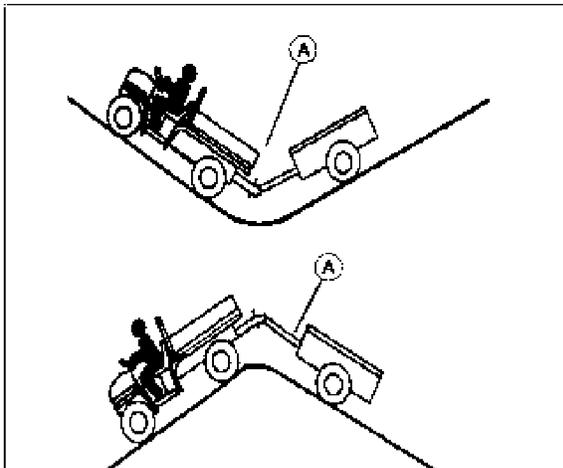


**CAUTION:** Avoid injury! Excessive towed load can cause loss of traction and loss of control on slopes. Stopping distance increases with speed and weight of towed load.

Do not tow a load that exceeds the maximum allowable towing load for this vehicle, as specified in this operator's manual.

- To provide adequate braking ability and traction, weight of towed load (trailer plus cargo) must never exceed the vehicle payload (operator plus passenger plus cargo box load).
- Do not tow a load that exceeds the maximum allowable towing load for this vehicle, as specified in this operator's manual.
- Do not tow a load that exceeds 590 kg (1300 lb).
- Do not exceed a tongue weight of 59 kg (130 lb).
- Tow load at a speed slow enough to maintain control.

**IMPORTANT:** Avoid damage! Extreme angles such as high railroad crossings can place high bending loads on hitch connection (A). Traversing terrain where the preceding conditions exist, use a ball type hitch.



M78554

- Always use approved hitch and hitch point provided for the utility vehicle. DO NOT modify the hitch or hitch point in any way.

## Using Correct Tires and Inflation

### Tires



**CAUTION:** Avoid injury! Help prevent severe bodily injury or death, failure to observe these recommendations may result in loss of stability and operator control.

Use of John Deere approved original equipment or optional equipment is recommended. To ensure maximum machine performance and ride quality,

do not mix size, type, or placement of tires. Failure to place tires per the guidelines could result in reduced machine performance, diminished traction and poor handling.

#### **All Trail II tires**

- 24x9.5-10 tires installed on front.
- 24x10.5-10 tires installed on rear.

#### **AT489 tires**

- 24x9.5-10 tires installed on front.
- 24x12.0-10 tires installed on rear.

These are directional tires. Directional type tires have directional arrows located on the tire sidewall. These tires should be installed with the directional arrow pointing in the forward direction of travel.

#### **Turf Trac RS tires**

- 24x9.5-10 tires installed on front.
- 24x12.0-10 tires installed on rear.

#### **Inflation**



**CAUTION:** Avoid injury! Explosive separation of tire and rim parts is possible when they are serviced incorrectly:

- Do not attempt to mount a tire without the proper equipment and experience to perform the job.
- Do not inflate the tires above the recommended pressure.
- Do not weld or heat a wheel and tire assembly. Heat can cause an increase in air pressure resulting in an explosion. Welding can structurally weaken or deform the wheel.
- Do not stand in front or over the tire assembly when inflating. Use a clip-on chuck and extension hose long enough to allow you to stand to one side.

**IMPORTANT:** Avoid damage! Over inflation may damage tires and diminish ride quality. Under inflation could cause wheel damage when riding over rough terrain.

NOTE: Improper tire pressure can make it difficult to disengage AWD.

An accurate low pressure gauge is available at your John Deere dealer.

1. Check tires for damage.
2. Check tire pressure with an accurate gauge.
3. Add or remove air, if necessary.

<b>Tire</b>	<b>Pressure</b>
Front	47 kPa (7 psi)
Rear	97 kPa (14 psi)

### **Tire Chains**

**IMPORTANT:** Avoid damage! Loose tire chains can cause machine damage. Periodically check chain tightness and adjust as necessary.

Chains are available for all four wheels from your John Deere dealer.

### **Transporting Vehicle**

**IMPORTANT:** Avoid damage! Never tow the machine above 40 km/h (25 mph). Towing a machine at speeds above 40 km/h (25 mph) will result in transaxle damage. To avoid damage, haul the machine on a heavy-duty trailer or on a full-size truck.

Never use a car type dolly with the front wheels on the dolly.

NOTE: Space limitations may vary from one truck manufacturer to another. Short bed trucks do not have the necessary length requirement to accommodate the machine.

## IDNR LAW ENFORCEMENT

09-12-00388

- Administrative     Gang Related     Paperless     Arrests Made  
 Investigation     Accident     Ready for DA / Prosecutor  
 Suspects

Officer: ANDY CROZIER - C7506

05/14/12

## Incident Report Form

## INVOLVED PERSONS

PARENT OF CHILD    CODE: PARENT

Name (Last, First, Middle) - Address (b) (6) VERSAILLES IN 47042	Juvenile <input type="checkbox"/>	Date of Birth 10/28/1964	Age 47	Race W	Sex M	Ethnic O	Social Security Number
		Weight 180	Height 600	Hair	Eyes	Phone Number	
		Driver License Number (b)(6)	State IN	Later Name Edit <input type="checkbox"/>			

Link Comments

## PASSENGER

CODE: PASS

Name (Last, First, Middle) - Address (b) (6) VERSAILLES IN 47042	Juvenile <input checked="" type="checkbox"/>	Date of Birth 07/10/1996	Age 15	Race W	Sex F	Ethnic O	Social Security Number
		Weight 125	Height 507	Hair BRN	Eyes BRN	Phone Number (b)(6)	
		Driver License Number (b)(6)	State IN	Later Name Edit <input type="checkbox"/>			

Link Comments

## VICTIM

CODE: VIC

Name (Last, First, Middle) - Address (b) (3) : Exemption 3 for 25 (c), (b) (6)	Juvenile <input checked="" type="checkbox"/>	Date of Birth 02/23/1997	Age 15	Race W	Sex F	Ethnic O	Social Security Number
		Weight 140	Height 508	Hair BRN	Eyes BRN	Phone Number (b)(6)	
		Driver License Number (b)(6)	State IN	Later Name Edit <input type="checkbox"/>			

Link Comments

## WITNESS

CODE: WIT

Name (Last, First, Middle) - Address (b) (6) VERSAILLES IN 47042	Juvenile <input checked="" type="checkbox"/>	Date of Birth 09/06/1994	Age 17	Race W	Sex M	Ethnic O	Social Security Number
		Weight 150	Height 601	Hair BRN	Eyes BLU	Phone Number (b)(6)	
		Driver License Number (b)(6)	State IN	Later Name Edit <input type="checkbox"/>			

Link Comments

Name (Last, First, Middle) - Address

(b) (6) VERSAILLES IN 47042	Juvenile <input checked="" type="checkbox"/>	Date of Birth 07/28/1994	Age 17	Race W	Sex M	Ethnic O	Social Security Number
		Weight 254	Height 607	Hair BRN	Eyes BRN	Phone Number (b)(6)	
		Driver License Number (b)(6)	State IN	Later Name Edit <input type="checkbox"/>			

Link Comments

Name (Last, First, Middle) - Address

(b) (6) VERSAILLES IN 47042	Juvenile <input type="checkbox"/>	Date of Birth 03/06/1987	Age 25	Race W	Sex F	Ethnic O	Social Security Number
		Weight 115	Height 503	Hair BRN	Eyes BRN	Phone Number (b)(6)	
		Driver License Number (b)(6)	State IN	Later Name Edit <input type="checkbox"/>			

Link Comments

## FIELD STOPS

## INVOLVED VEHICLES

09-12-00388

5/14/2012

Approved by:  
Approved On:ANTHONY STOLL  
5/29/2012 12:11:07 PM

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## IDNR LAW ENFORCEMENT

09-12-00388

Administrative     Gang Related     Paperless    Officer: ANDY CROZIER - C7506  
 Investigation     Accident     Arrests Made  
 Suspects     Ready for DA / Prosecutor

05/14/12

## Incident Report Form

## INVOLVED VEHICLES

Involvement		ACCS#		Type (A=Auto/Truck)	Plate Number	Plate State	Plate Type Code	Tag Year	Date Linked
ACCIDENT				A	0515121106	XX	AT		05/14/2012
Vehicle Year	Make	Model	Color	Vehicle Identification Number (VIN)		USDOT Number		ICC Number	
2005	POLARI	RANGER	GRN	4XARD50AX5D456029					
Insurance Company					Insurance Company Policy Number				
Involvement Comments									

## INVOLVED VESSELS / BOATS

## PERSON / VEHICLE INVOLVEMENTS

Involved Person / Involvement		Plate	State	Year	Make	Model	Color
(b)(3):CPSA Section 25(c)		0515121106	XX	2005	POLARI	RANGER	GRN
Involved Person / Involvement		Plate	State	Year	Make	Model	Color
(b)(6)		0515121106	XX	2005	POLARI	RANGER	GRN

## RESPONDING / INVOLVED UNITS, OFFICERS, AND TIMES

	Vehicle	Officer 1	Officer 2	Officer 3	Officer 4	Division	Supervisor
Unit 1		C7506					
Unit 2							
Unit 3							
Unit 4							

Agency NumbersUnits & Times

09-12-00388

5/14/2012



Approved by: ANTHONY STOLL  
 Approved On: 5/29/2012 12:11:07 PM

PAGE 3

IRF 12

## IDNR LAW ENFORCEMENT

09-12-00388

Administrative     Gang Related     Paperless  
 Investigation     Accident     Arrests Made  
 Suspects     Ready for DA / Prosecutor

Officer: ANDY CROZIER - C7506

05/14/12

## Incident Report Form

## COMMENTS / NARRATIVES

Title <b>NARRATIVE</b>		Locked N
Created By / On <b>ANDY CROZIER</b>	<b>05/15/2012</b>	Updated By / On <b>S9386</b> <b>05/29/2012</b>
Approved By / On		

## 1) Prelude:

This is a report of an off road vehicle accident on Woods Road in Ripley County that resulted in the death of the operator, a 15 year old female.

## 2) Involved Persons:

(b) (3) : Exemp Operator, deceased

(b) (6) Parent of (b)(6)

(b) (6) : Passenger

(b) (6) Witness/Parent of (b)(6)

(b) (6) Witness/Parent of

(b) (6) Witness/Brother

(b) (6) Witness

(b) (6) Witness

(b) (6) Witness

Randy L. Holt: Officer

Aaron A. Smith, Jr.: Officer

## 3) Details of Investigation/Incident:

On 05/14/12, at approximately 22:13 hrs, I returned a telephone call to Indiana Conservation Officer's dispatch. They reported to me that Ripley County Sheriff's Dept. had requested a conservation officer respond to an ORV (off road vehicle) crash resulting in serious injuries to the operator of the ORV. The crash occurred on Woods Rd. approximately ¼ mile North of CR 450 S. Ripley County Sheriff's deputy Randy L. Holt was their officer on scene that I would need to contact.

I arrived on the scene of the crash at approximately 22:35 hrs. Deputy Holt and Deputy Aaron A. Smith, Jr. were the only people still at the scene. The crashed 2005 Polaris Ranger was off the roadway with a large pool of blood on the road next to it. Deputy Holt described to me the witnesses' statements of how the accident occurred. The physical evidence supported what he told me.

The passenger in the vehicle, (b)(3):CPSA Section at the time of the crash relayed to Deputy Holt that (b)(6) was operating the Ranger at the time of the crash. (b)(6) saw the turn in the road coming up and "yelled" at (b)(6) to slow down several times. (b)(6) lost control of the Ranger in the turn as indicated by the yaw marks left on the road. (see photographs) Emily was thrown from the ORV after which the ORV turned over on its side and came to rest on top of (b)(6)

(b)(6) then called her mother, (b)(6), and in a frantic state told her she and (b)(6) had wrecked the Ranger. (b)(6) along with (b)(6) father), (b)(6)

09-12-00388

5/14/2012



Approved by: ANTHONY STOLL  
Approved On: 5/29/2012 12:11:07 PM

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## IDNR LAW ENFORCEMENT

09-12-00388

Administrative     Gang Related     Paperless    Officer: ANDY CROZIER - C7506  
 Investigation     Accident     Arrests Made  
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05/14/12

## Incident Report Form

(b)(6) brother) and (b)(6) girlfriend), drove their truck to the scene of the crash. (b)(6) lifted the Ranger off of (b)(6) started CPR on (b)(6) after feeling a faint pulse.

(b)(6), a neighbor of the (b)(6) stated he heard the Ranger "go flying by his house" moments before the crash.

Emergency personnel continued CPR on Emily when they arrived on scene and as they transported her to Margaret Mary Community Hospital in Batesville. The EMT's restored a pulse and blood pressure on the way to Margaret Mary Community Hospital. Emily was then airlifted to Children's Hospital in Cincinnati, OH, where she died of her injuries.

On 05/25/12, at approximately 16:45 hrs, I met with (b)(6) at his residence. He advised that (b)(6) had very little experience riding ORV's such as a Polaris Ranger. Afterward, I met with (b)(6) and her parents to clear up a rumor that (b)(6) had been texting at the time of the accident. (b)(6) confirmed (b)(6) was indeed texting while she was operating the Ranger. (b)(6) stated she told (b)(6) repeatedly to slow down as they approached the curve, but (b)(6) was too engrossed in her "texting argument" and did not slow down. They entered the turn on the right side of the roadway and as the Ranger started to skid it drifted to the left side of the road. The Ranger then stopped fishtailing and flipped on its left side. (b)(6) advised she ended up in a standing position across the Ranger. She thought (b)(6) was crying, and kept calling her name. The Ranger was still running. (b)(6) turned the key off and realized (b)(6) was not crying. (b)(6) could not illicit a response from (b)(6) so she exited the Ranger out the back. She called her parent's and told them what had happened. (b)(6) called 911 and they went to the scene of the crash. (b)(6) legs were pinned under the Ranger when they arrived.

(b)(6) had been riding on the (b)(6) property on trails in their woods. (b)(6) wanted to drive so (b)(6) allowed her to drive. (b)(6) told (b)(6) she didn't want to drive on the trails because she didn't know them. She wanted to ride on a road. (b)(6) then drove the Ranger to Woods road where the crash occurred.

4) **Motive:** N/A

5) **Modus Operandi (M/O):** N/A

6) **Additional Leads:** N/A

7) **Attachments:**

Photographs  
 Deputy Randy Holt's Report  
 Ripley County Dispatch Time Sheets

8) **Current Disposition:**

Pending Coroner's Report

09-12-00388

5/14/2012



Approved by: ANTHONY STOLL  
 Approved On: 5/29/2012 12:11:07 PM

PAGE 5

**IDNR LAW ENFORCEMENT**

**09-12-00388**

- Administrative
- Investigation
- Suspects
- Gang Related
- Accident
- Ready for DA / Prosecutor
- Paperless
- Arrests Made

Officer: ANDY CROZIER - C7506

05/14/12

**Incident Report Form**

**COMMENTS / NARRATIVES**

Title <b>NARRATIVE</b>		Locked <b>N</b>	
Created By / On <b>ANDY CROZIER</b>	<b>05/25/2012</b>	Updated By / On <b>C7506</b>	<b>05/25/2012</b>
Approved By / On			

1) \*\*\* Auto generated record \*\*\*

**Prelude:**

This is a report of an off road vehicle accident on Woods Road in Ripley County that resulted in the death of the operator, a 15 year old female.

2) **Involved Persons:**

(b) Operator, deceased  
 (b) (6) nt fo Emily Mathes  
 (b) (6) ssenger  
 (b) (6) tness/Parent of (b)(6)  
 (b) (6) itness/Parent o  
 (b) (6) itness/Brother  
 (b) (6) itness  
 (b) (6) : Witness

**Levi N. Yocum: Witness**  
**Randy L. Holt: Officer**  
**Aaron A. Smith, Jr.: Officer**

3) **Details of Investigation/Incident:**

On 05/14/12, at approximately 22:13 hrs, I returned a telephone call to Indiana Conservation Officer's dispatch. They reported to me that Ripley County Sheriff's Dept. had requested a conservation officer respond to an ORV (off road vehicle) crash resulting in serious injuries to the operator of the ORV. The crash occurred on Woods Rd. approximately ¼ mile North of CR 450 S. Ripley County Sheriff's deputy Randy L. Holt was their officer on scene that I would need to contact.

I arrived on the scene of the crash at approximately 22:35 hrs. Deputy Holt and Deputy Aaron A. Smith, Jr. were the only people still at the scene. The crashed 2005 Polaris Ranger was off the roadway with a large pool of blood on the road next to it. Deputy Holt described to me the witnesses' statements of how the accident occurred. The physical evidence supported what he told me.

The passenger in the vehicle, (b) (6) at the time of the crash relayed to Deputy Holt that (b)(3):CPSA S was operating the Ranger at the time of the crash. (b)(6) saw the turn in the road coming up and "yelled" at (b)(6) to slow down several times. Emily lost control of the Ranger in the turn as indicated by the yaw marks left on the road. (see photographs) (b)(6) was thrown from the

**IDNR LAW ENFORCEMENT**

**09-12-00388**

- Administrative     Gang Related     Paperless
- Investigation     Accident     Arrests Made
- Suspects     Ready for DA / Prosecutor

Officer: ANDY CROZIER - C7506

05/14/12

**Incident Report Form**

ORV after which the ORV turned over on its side and came to rest on top of Emily. (b) (6) then called her mother, (b) (6), and in a frantic state told her she and (b) (6) had wrecked the Ranger. (b) (6), along with (b) (6) ((b) (6) father), (b) (6) (b) (6) (b) (3) brother) and (b) (6) girlfriend), drove their truck to the scene of the crash. (b) (6) lifted the Ranger off of (b) (6) started CPR on (b) (6) after feeling a faint pulse.

(b) (6), a neighbor of the (b) (6)s, stated he heard the Ranger "go flying by his house" moments before the crash.

Emergency personnel continued CPR on Emily when they arrived on scene and as they transported her to Margaret Mary Community Hospital in Batesville. The EMT's restored a pulse and blood pressure on the way to Margaret Mary Community Hospital. (b) (6) was then airlifted to Children's Hospital in Cincinnati, OH, where she died of her injuries.

On 05/25/12, at approximately 16:45 hrs, I met with (b) (6) at his residence. He advised that (b) (6) had very little experience riding ORV's such as a Polaris Ranger. Afterward, I met with (b) (6) and her parents to clear up a rumor that (b) (6) had been texting at the time of the accident. (b) (6) confirmed (b) (6) was indeed texting while she was operating the Ranger. (b) (6) stated she told (b) (6) repeatedly to slow down as they approached the curve, but (b) (6) was too engrossed in her "texting argument" and did not slow down. They entered the turn on the right side of the roadway and as the Ranger started to skid it drifted to the left side of the road. The Ranger then stopped fishtailing and flipped on its left side. (b) (6) advised she ended up in a standing position across the Ranger. She thought (b) (6) was crying, and kept calling her name. The Ranger was still running. (b) (6) turned the key off and realized (b) (6) was not crying. (b) (6) could not illicit a response from (b) (6) so she exited the Ranger out the back. She called her parent's and told them what had happened. (b) (6) called 911 and they went to the scene of the crash.

(b) (6) legs were pinned under the Ranger when they arrived. (b) (6) and (b) (6) had been riding on the (b) (6) property on trails in their woods. (b) (6) wanted to drive so (b) (6) allowed her to drive. (b) (6) told (b) (6) she didn't want to drive on the trails because she didn't know them. She wanted to ride on a road. (b) (6) then drove the Ranger to Woods road where the crash occurred.

4) Motive: N/A

5) Modus Operandi (M/O): N/A

6) Additional Leads: N/A

7) Attachments:

- Photographs
- Deputy Randy Holt's Report
- Ripley County Dispatch Time Sheets

**IDNR LAW ENFORCEMENT**

**09-12-00388**

- Administrative     Gang Related     Paperless
- Investigation     Accident     Arrests Made
- Suspects     Ready for DA / Prosecutor

Officer: ANDY CROZIER - C7506

05/14/12

**Incident Report Form**

**8) Current Disposition:**

**Pending**



Photo 1: shows view of the utility vehicle



Photo 2: shows front side view of 4-wheeled utility vehicle



Photo 3: shows left side view of the 4-wheeled utility vehicle



Photo 4: shows rear side view of the 4-wheeled utility vehicle



Photo 5: shows right side view of the 4-wheeled utility vehicle





## POSTMORTEM EXAMINATION OF THE BODY OF

(b) (3):Exemption 3 for  
25 (c), (b) (6)

A postmortem examination of the body identified as (b) (3):Exempt is performed at the Hamilton County Coroner's Office on May 16, 2012, at 8:30 a.m. by Dr. William Ralston. The attendants are Kelli Wallingford, Tony Kimble, and Tyrone Smith.

### IDENTIFICATION

The body is identified by hospital personnel.

### EXTERIOR OF THE BODY

The body is received nude.

The body is that of a well-developed, well-nourished, white female appearing consistent with the given age of 15 years. The body has a measured height of 67 inches and a weight of 167 pounds. The scalp hair is brown and measures up to 8 inches in length. The pupils are round, equal, and measure 0.6 centimeter. They are viewed through transparent corneae. The sclerae and conjunctivae demonstrate edema bilaterally. The irides are brown. The nose and ears are free of foreign material and atraumatic. The anterior natural dentition is present and in good repair. The superficial lymph nodes are not enlarged. The trachea is in the midline. The chest is symmetric and of normal mobility. The abdomen demonstrates no discernible surgical scar. The external genitalia are normal female. There is no evidence of peripheral edema, deformity, or fracture. Rigor mortis is well formed in the major muscle groups. Livor mortis is present over the posterior aspects of the body except over pressure points.

### EVIDENCE OF MEDICAL TREATMENT

An orotracheal tube is present. An orogastric tube is present. A cervical collar is present. Bilateral chest tubes are present. Vascular access lines are present within the bilateral antecubital fossae and the left foot. Gauze is present on the left wrist. A triple-lumen catheter is present within the right inguinal fold. A toe tag is present on the left foot. A Foley catheter is present.

### IDENTIFYING SCARS, MARKS, AND TATTOOS

None apparent.

### INJURIES

Over the anterior forehead is a 3 by 2-inch area of superficial abrasion and multiple lacerations measuring up to 1/2-inch, which are previously stapled. Ecchymosis is present about the left eye. Over the anterior aspect of the right hand is a nondescript, superficial abrasion. Over the posterolateral left buttock is an area of somewhat vertically to obliquely oriented, superficial, nondescript abrasions. The dorsal aspect of the left hand demonstrates a blue contusion and edema. Over the anterior aspect of the distal right thigh and knee are 1/2 by 1/4-inch and 1 by 1-inch areas of abrasion. Over the anterior aspect of the left knee is a 1-inch laceration. Over the medial aspect of the left leg is a 12 by 6-inch area of superficial abrasion. Over the dorsal aspect of the right foot is a 5-3/4- by 1-1/4-inch area of superficial abrasion. The right heel demonstrates skin avulsion.

CC12-01374

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### **INTERIOR OF THE BODY**

A "Y" incision is carried through a midline panniculus measuring up to 1 inch through thin, reddish musculature into an abdominal cavity lined with glistening serosa and containing approximately 200 milliliters of blood-tinged fluid. Generally, the intra-abdominal viscera maintain their usual in situ relations. The vermiform appendix is present. Anteriorly, the liver edge is sharp and the diaphragm displays no abnormality.

The mediastinum is in the midline. The lungs are slightly deflated. Four hundred (400) milliliters of bloody fluid is present within each smooth chest space.

### **CARDIOVASCULAR**

The heart is of normal configuration and weighs 270 grams. The epicardial surface contains a normal amount of glistening, yellow adipose tissue. The cardiac chambers are of proportionate capacity. The mural and valvular endocardia are smooth and glistening. There is no abnormality of the valves. The papillary muscles and projecting myocardial muscle bundles are of normal prominence. The chordae tendineae display no abnormality. The coronary ostia are in their usual location and give rise to normally distributed, patent coronary arteries. On section, the firm, brown myocardium is of normal consistency. No focus of scar or acute hemorrhage is demonstrated.

The systemic aorta is of normal caliber and elasticity. The intimal surface is smooth and glistening. The ostia of the large branches are of normal distribution and dimension. Exploration and inspection of the large veins reveals no evidence of antemortem clot.

### **RESPIRATORY**

The lungs are of the usual lobation and weigh 890 and 820 grams, right and left, respectively. Mild-to-moderate amounts of subpleural anthracotic pigment are present within all lobes. The lungs are of normal crepittance. The pleurae are generally smooth and glistening; however, lacerations are noted of the bilateral lower lobes. The bronchi are of normal distribution and dimension. They are lined with smooth, tan epithelium. There is no evidence of antemortem thrombo-emboli. On section, the usual fine, lacy pulmonary architecture is preserved in atraumatic areas. No focus of consolidation, calcification or friability formation is demonstrated. The hilar lymph nodes are mildly anthracotic and non-calcified.

### **LIVER AND GALLBLADDER**

The liver weighs 1,300 grams. The capsule is intact, smooth and shiny. The liver edge is sharp. On section, the hepatic substance is homogeneously brown and of normal consistency. No focal abnormal markings are demonstrated.

The smooth-walled gallbladder contains less than 5 milliliters of bile. Stone is not demonstrated. Exploration and inspection of the large bile ducts reveal them to be of normal distribution and dimension. They are patent and free of stone.

### **PANCREAS**

The pancreas is in its usual location and on section is composed of normally lobulated, yellow/tan, soft substance. No focus of calcification is demonstrated.

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#### **ADRENALS**

The adrenal glands are in their usual location and are of normal size and shape. On section, they are composed of smooth, yellow outer cortical rims which overlie zones of deeper brown cortical and gray medullary substances.

#### **GENITOURINARY**

The kidneys are of similar size and shape. They weigh 100 and 110 grams, right and left, respectively. The capsules may be removed easily to reveal smooth, medium brown renal surfaces. On section, the cortices and medullae are well demarcated. The usual arcuate markings are preserved. No abnormality of the calyx, pelvis, cortex or medulla is demonstrated. The ureters are patent.

The urinary bladder is empty. The openings of the ureters into the bladder are normal. The bladder mucosa is light tan and finely wrinkled.

The vagina is normally wrinkled and contains no foreign matter. The ectocervix displays no abnormality. The cervical os is patent. No abnormality of the endocervix is demonstrated. The endocervical mucosa is present in the usual "picket fence" arrangement. The cervical canal is patent. The uterus is of the usual size and configuration. No abnormality of the myometrium is demonstrated. The endometrial cavity is lined with a smooth, pale, slightly hemorrhagic, velvety lining.

The oviducts are of normal size and shape and are patent; their fimbriae are open.

The ovaries are of similar size and shape. There is no abnormality of the capsular surface. On section, no architectural disruption is noted. Hemorrhagic corpora lutea are noted bilaterally.

#### **SPLEEN**

The spleen weighs 80 grams. The capsule is smooth, shiny and intact. On section, no focal abnormal markings are demonstrated. The usual follicular and trabecular markings are preserved.

#### **ALIMENTARY**

The smooth-walled esophagus is intact, of usual thickness and gray. Its mucosa is present in normal longitudinal folds. The cardioesophageal junction is easily identified. The gastric wall is intact and of usual thickness. No abnormality of its serosal surface is demonstrated. The gastric mucosa is present in its normal rugal pattern. The stomach contains approximately 300 milliliters of red to brown fluid. The pylorus and duodenum display no abnormality. The small and large intestines are not remarkable.

#### **MUSCULOSKELETAL**

Examination and palpation of the spine, ribs, shoulder girdle, and pelvis fails to reveal fracture. Examination and palpation of the sternum reveals fracture at the third intercostal space.

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PAGE 4 OF 4

**NECK**

There is no soft tissue hemorrhage within the neck. The hyoid bone and thyroid cartilages are intact. The larynx and trachea are of average caliber. They are lined with tan epithelium. The vocal cords display no abnormality.

**THYROID**

The thyroid gland demonstrates no abnormality.

**HEAD**

The scalp is reflected in the usual manner and reveals subgaleal hemorrhage over the frontoparietal regions (left greater than right). The calvarium demonstrates fracture of the left frontal bone, which extends to the left anterior cranial fossa. The dura is of normal tenseness. The superior sagittal sinus is patent and in the midline. The leptomeninges are glistening and translucent. The brain is of normal convolitional pattern and weighs 1,540 grams. Examination of the convolitional surfaces of the brain reveals a laceration of the left inferior frontal lobe.

Examination of the arteries at the base of the brain reveals them to be of normal distribution and dimension. They are smooth-walled, collapsed and transparent. The uncinate gyri and cerebellar tonsils do not demonstrate pressure phenomena.

Multiple frontal sections of the brain at approximate levels of 2 centimeters reveal normal relations of gray and white substance. No other focal abnormal markings are demonstrated. The ventricles contain clear fluid, and the lining ependyma is smooth and glistening. The choroid plexuses display no abnormality. The basal ganglia are normal.

Multiple horizontal sections of the cerebellum, pons and medulla reveal normal architecture of these structures without focal abnormal markings.

Examination of the base of the skull, after removal of the brain and dura, reveals fractures of the left anterior cranial fossa and the bilateral posterior cranial fossae creating a "hinge" fracture. Additionally, the left middle cranial fossa demonstrates fracture.

**MICROSCOPIC EXAMINATION:**

Not performed.

**LABORATORY EXAMINATION:**

Laboratory examinations were ordered and the results are attached.

06/27/2012 njb



# HAMILTON COUNTY CRIME LABORATORY

The Frank P. Cleveland, M.D. Institute of Forensic Medicine, Toxicology and Criminalistics  
3159 Eden Avenue, Cincinnati, Ohio 45219-2299  
Crime Laboratory 513-946-8750 Fax 513-946-8772

Attachment 2 - 120518HC  
pa



## TOXICOLOGY REPORT

SUBJECT NAME(S): (b) (3) : Exempt  
SUBMITTING AGENCY: Children's Hospital

FILE #: CC12-01374  
DATE REPORTED: 06/05/2012

### RESULTS:

#### Headspace Gas Chromatography:

Item #	Specimen	Results	Concentration
2-1	Hospital Blood	Ethyl Alcohol	Negative

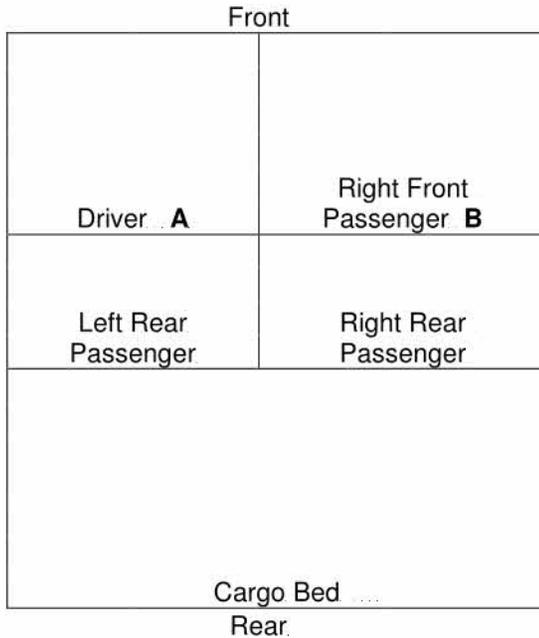
#### Immunoassay Screen (ELISA) \*\*Presumptive\*\*:

Item #	Specimen	Results	Concentration
2-3	Hospital serum	Negative	

Items #2-1 and #2-3 were drawn at Children's Hospital on 5/14/12 at 23:30 hours.

Robert G. Topmiller  
Chief of Toxicology

## Utility Vehicle Data Record Sheet



The Utility Vehicle

A:	Age: 15	Height: 5'8"
	Gender: F	Weight: 140
	Helmet (Y/N): N	Seatbelt (Y/N): No
	Killed/Injured/Neither/Unknown: Killed	
	Injury Description: head	
	Did vehicle land on driver A: yes	
	Ejected (Either partially or fully): fully	

B:	Age: 15	Height: 5'7"
	Gender: F	Weight: 125
	Helmet (Y/N): N	Seatbelt (Y/N): N
	Killed/Injured/Neither/Unknown: neither	
	Injury Description: no injury	
	Did vehicle land on victim: no	
	Ejected (Either partially or fully): fully	

C:	Age:	Height:
	Gender:	Weight:
	Helmet (Y/N):	Seatbelt (Y/N):
	Killed/Injured/Neither/Unknown:	
	Injury Description:	
	Did vehicle land on victim:	
	Ejected (Either partially or fully):	

D:	Age:	Height:
	Gender:	Weight:
	Helmet (Y/N):	Seatbelt (Y/N):
	Killed/Injured/Neither/Unknown:	
	Injury Description:	
	Did vehicle land on victim:	
	Ejected (Either partially or fully):	

E:	Age:	Height:
	Gender:	Weight:
	Helmet (Y/N):	Seatbelt (Y/N):
	Killed/Injured/Neither/Unknown:	
	Injury Description:	
	Did vehicle land on victim:	
	Ejected (Either partially or fully):	

F:	Age:	Height:
	Gender:	Weight:
	Helmet (Y/N):	Seatbelt (Y/N):
	Killed/Injured/Neither/Unknown:	
	Injury Description:	
	Did vehicle land on victim:	
	Ejected (Either partially or fully):	

\*If victim(s) were injured/killed, please include the other relevant information requested in the assignment message in the text of the IDI.

Using the figure on the left, please fill in where the occupants were in the vehicle at the time of the incident using A, B, C, etc. to identify the occupant(s) location. Fill in the occupants' characteristics in the corresponding location on the right. For example, the driver could be assigned to the letter 'A' and the letter 'A' would be placed in the diagram in the box designated 'Driver', and the drivers' characteristics would be filled on the right. If there were more than six occupants (or more room is needed), please add the other passenger(s)' information (or any other information) as needed. If information is not available, please indicate by 'na'.

Note: Not all locations indicated on the diagram exist in all types of utility vehicles. Please only use the locations that correspond to the incident vehicle. Please place an 'X' over the area if the vehicle was not equipped with the component.

**CONTACT INFORMATION:**

Contacted on 5/23/12.

Department of Natural Resources  
402 W. Washington St., Rm W255-D  
Indianapolis, IN 46204  
(317) 232-4011

Contacted on 6/11/12, 8/8/12

Ronald Buchanan  
Ripley County Coroner  
PO Box 362  
Versailles, IN 47042, (904) 630-0977

Contacted on 8/8/12

Hamilton County Coroner  
3159 Eden Avenue  
Cincinnati, OH 45219  
(513) 946-8700





This investigation was initiated as the result of a news-article received from the state where source had originated. News article indicates that the vehicle involved in this incident was an All-Terrain Vehicle, but according to the police report that was obtained the vehicle was a Utility Vehicle (UTV). Limited information is available for this report, photographs were requested, but were not provided with the police report. An autopsy report was requested and will be added to this report when it is received.

#### **NARRATIVE:**

The victim in this was a 15-year-old white male operating the UTV on a public paved roadway in a rural area. According to the report, the victim was not wearing a seatbelt at the time of the accident. The police report did not indicate if the victim was wearing a helmet.

On 08/12/2012, at approximately 15:00 hours, the victim was operating his vehicle on a paved road when he collided in the rear of a tractor trailer. The driver of the tractor trailer was not injured in the incident and he was driving south bound and stopped at the intersection to make a left turn after a north bound vehicle passed. He suddenly felt a thud and he got out of the vehicle and discovered a UTV had crashed into the rear of his vehicle. He immediately waived a passing motorist to stop and assist.

The victim of the UTV was observed slumped over on the passenger side of the UTV. The victim was pulled out of the vehicle and Cardiopulmonary Resuscitation (CPR) was initiated until the emergency medical services arrived. According to the police report, the UTV was equipped with a seatbelt, but the victim was not wearing it at the time of the incident. The police report indicates that the victim had visible head trauma sustained in the incident.

According to the police report, the victim died at the incident scene. The manner of death was accidental and the cause was trauma to the head according to the medical investigator's request on 07/20/2012.

#### **PRODUCT IDENTIFICATION:**

The product involved in this incident was a **2003 Polaris Utility Vehicle**. The model number was unavailable at the time of this report. An attempt was made to research the vehicle identification number (V.I.N.), but research site revealed a missing or misplaced character/digit.

#### **ATTACHMENTS:**

1. Exhibit 1 – State Police Report - 10 pages
2. Missing Document – Autopsy Report - 1 page
3. Contact Sheet

# NEW MEXICO STATE POLICE



STATE OF NEW MEXICO  
UNIFORM CRASH REPORT

30025423

REPORTING DEPARTMENT: \_\_\_\_\_

Case Number: **11-186132**

NMDOT: \_\_\_\_\_

ON PRIVATE PROPERTY  FATAL  PROPERTY DAMAGE ONLY  UNDER \$500  \$500 OR MORE  HIT AND RUN

DATE OF CRASH: **8/12/2011** MILITARY TIME: **15:55** CITY OCCURRED IN: \_\_\_\_\_ COUNTY: **DeBaca**

OCCURRED ON: (Route No. or Name) **Billy the Kid Road** AT INTERSECTION WITH: **State Road 212** TRIBAL LAND?  Yes  No

OTHER LOCATION: **40** FEET  MILES  PERMANENT LANDMARK - COUNTY LINE - INTERSECTION - MILEPOST: **intersection** LAT: \_\_\_\_\_ LONG: \_\_\_\_\_

CRASH  On Roadway  Off Roadway CLASSIFICATION  Overturned  Rollover  Other N-Col  R.R. Train  Pedestrian  Pedal Cyclist  Animal  Other Vehicle  Vehicle on Other Rdwy  Fixed Object  Parked Vehicle  Other Object ANALYSIS CODE: **23**

VEHICLE NO. **1** HEADED  N  S  E  W On: **Billy The Kid Road** Posted Speed: **30** Safe Speed: **30**

Driver's Full Name: **Sean Kenyon** Address: **330 Cross Heart Rd.**

Driver's License Number: **3487** State: **NM** Type: **D** Restrictions: \_\_\_\_\_ Expires: **7/14** City/State: **Fort Sumner, NM** Zip Code: **88119** Phone: **575-355-7503**

Date of Birth - M/D/YR: **1993** Social Security Number: \_\_\_\_\_ Occupation: **Student** Age: **18** Sex (M/F): **M** Race: **W** Injury Code: **O** OP Code: **3** OP Used Property: **Y** Airbag Deploy: **N** Ejected: **N** EMS#: **N/A**

Seat Pos: \_\_\_\_\_ Occupant's Name: \_\_\_\_\_ Occupant's Address (City, State, Zip): \_\_\_\_\_

Vehicle Yr: **1974** Vehicle Make: **Ken** Color: **whi** Body Style: **T3** Cargo Body Type: **DT** Vehicle Use (1): **FV** Vehicle Use (2): **C** Towed?  Yes  No Overall Vehicle Damage:  Heavy  Moderate  Slight  None Extent:  Disabled  Functional  Appearance  Property  Fire  None

License Yr: **2011** State: **NM** License Plate Number: **(b)(6)** VIN: **136445** Towed due to disabling damage?  Yes  No

US DOT: \_\_\_\_\_ ICC Docket #: \_\_\_\_\_ Interstate Carrier?  Yes  No

Number of Axles: **3** Gross Vehicle Weight Rating/Gross Combination Weight Rating:  < or = 10,000 lbs  10,001 to 26,000  > 26,000 Hazmat Placard 4 digit #: \_\_\_\_\_ OR -1 digit # and Hazmat Name: \_\_\_\_\_ Hazmat Released?  Yes  No

Carrier's Name: \_\_\_\_\_ Carrier's Address: \_\_\_\_\_ Carrier's Zip: \_\_\_\_\_

Owner's Name: **Clifford Kenyon** Owner's Address: **(b)(6)** Owner's Zip: **88119** Owner's Telephone: **(b)(6)**

Insured By: (Name of Company) **United Financial of NM** Policy Number: **02360686-7** Liability Insurance?  Yes  No Trailer or Towed vehicles: \_\_\_\_\_ Year: \_\_\_\_\_ Make: \_\_\_\_\_ License Yr: \_\_\_\_\_ Lic. State: \_\_\_\_\_ Lic. Number: \_\_\_\_\_

VEHICLE NO. **2 OR PEDESTRIAN** HEADED  N  S  E  W On: **Billy The Kid Road** Posted Speed: **30** Safe Speed: **30**

Driver's Full Name: **(b)(6)** Address: **(b)(6)**

Driver's License Number: **(b)(6)** State: **NM** Type: **I** Restrictions: \_\_\_\_\_ Expires: **8/14** City/State: **Ft. Sumner, NM** Zip Code: **88118** Phone: **575-355-8485**

Date of Birth - M/D/YR: **(996)** Social Security Number: \_\_\_\_\_ Occupation: **student** Age: **14** Sex (M/F): **M** Race: **W** Injury Code: **K** OP Code: **N** OP Used Property: **N** Airbag Deploy: **N** Ejected: **N** EMS#: **N/A**

Seat Pos: \_\_\_\_\_ Occupant's Name: \_\_\_\_\_ Occupant's Address (City, State, Zip): \_\_\_\_\_

Vehicle Yr: **2003** Vehicle Make: **Polaris** Color: **GRN** Body Style: **AV** Cargo Body Type: **FV** Vehicle Use (1): **FV** Vehicle Use (2): **C** Towed?  Yes  No Overall Vehicle Damage:  Heavy  Moderate  Slight  None Extent:  Disabled  Functional  Appearance  Property  Fire  None

License Yr: \_\_\_\_\_ State: \_\_\_\_\_ License Plate Number: \_\_\_\_\_ VIN: **4XARD50A82D831639** Towed due to disabling damage?  Yes  No

US DOT: \_\_\_\_\_ ICC Docket #: \_\_\_\_\_ Interstate Carrier?  Yes  No

Number of Axles: **2** Gross Vehicle Weight Rating/Gross Combination Weight Rating:  < or = 10,000 lbs  10,001 to 26,000  > 26,000 Hazmat Placard 4 digit #: \_\_\_\_\_ OR -1 digit # and Hazmat Name: \_\_\_\_\_ Hazmat Released?  Yes  No

Carrier's Name: \_\_\_\_\_ Carrier's Address: \_\_\_\_\_ Carrier's Zip: \_\_\_\_\_

Owner's Name: **Clifford Gunn** Owner's Address: **(b)(6)** Owner's Zip: **88119** Owner's Telephone: **(b)(6)**

Insured By: (Name of Company) \_\_\_\_\_ Policy Number: \_\_\_\_\_ Liability Insurance?  Yes  No Trailer or Towed vehicles: \_\_\_\_\_ Year: \_\_\_\_\_ Make: \_\_\_\_\_ License Yr: \_\_\_\_\_ Lic. State: \_\_\_\_\_ Lic. Number: \_\_\_\_\_

CRASH REPORT NUMBER: \_\_\_\_\_ STATE OF NEW MEXICO UNIFORM CRASH REPORT SHEET **1** OF **5** SHEETS

CASE NUMBER: **11-186132**

NM DOT, CRASH RECORDS SECTION, PO BOX 1149, SANTA FE, NM 87504

Vehicle No. 1

Vehicle or PEDESTRIAN - OTHER

ROAD - WEATHER	LIGHTING (Mark 1 with X) <input checked="" type="checkbox"/> Daylight <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Dark Lighted <input type="checkbox"/> Dark-Not Lighted <input type="checkbox"/> Other	WEATHER (Mark 1 with X) <input checked="" type="checkbox"/> Clear <input type="checkbox"/> Raining <input type="checkbox"/> Snowing <input type="checkbox"/> Fog <input type="checkbox"/> Dust <input type="checkbox"/> Wind <input type="checkbox"/> Other <input type="checkbox"/> Sleet or Hail	ROAD COND (Mark 1 each with X) V1 V2 <input checked="" type="checkbox"/> Dry <input type="checkbox"/> Wet <input type="checkbox"/> Snow <input type="checkbox"/> Ice <input type="checkbox"/> Loose Material <input type="checkbox"/> Other <input type="checkbox"/> Standing or Moving Water <input type="checkbox"/> Slush	ROAD SURFACE (Mark 1 each with X) V1 V2 <input type="checkbox"/> Paved Unstriped <input type="checkbox"/> Paved Center Stripe <input checked="" type="checkbox"/> Paved Center & Edge line <input type="checkbox"/> Unpaved	TRAFFIC CONTROL (Mark 1 each with X) V1 V2 <input type="checkbox"/> No Passing Zone <input type="checkbox"/> Stop Sign <input type="checkbox"/> Traffic Signals <input type="checkbox"/> Yield Sign <input type="checkbox"/> R.R. Gate <input type="checkbox"/> 4 Way Stop <input type="checkbox"/> Flashers <input checked="" type="checkbox"/> No Controls <input type="checkbox"/> Other	ROAD CHARACTER (Mark 1 with X) <input checked="" type="checkbox"/> Straight <input type="checkbox"/> Curve GRADE (Mark 1 with X) <input checked="" type="checkbox"/> Level <input type="checkbox"/> Hillcrest <input type="checkbox"/> On Grade <input type="checkbox"/> Dip	CRASH REPORT NUMBER: CASE NUMBER: 11-038401 ROAD DESIGN (Mark 1 or more for each with X) V1 V2 <input checked="" type="checkbox"/> 1 Lane <input type="checkbox"/> 2 Lanes <input type="checkbox"/> 3 Lanes <input type="checkbox"/> 4 + Lanes <input type="checkbox"/> Undivided <input type="checkbox"/> Physical Divider <input checked="" type="checkbox"/> Painted Divider V1 V2 <input type="checkbox"/> One Way <input type="checkbox"/> Ramp <input type="checkbox"/> Full Access Control <input type="checkbox"/> Undeveloped <input type="checkbox"/> Alley <input checked="" type="checkbox"/> Other <input type="checkbox"/> Constr. Zone				
	APPARENT CONTRIBUTING FACTORS (Mark 1 or more for each with X)				WHAT DRIVERS WERE DOING (Mark 1 or more for each with X)		SEQUENCE OF EVENTS (See event codes)				
EVENT	V1 V2 <input type="checkbox"/> Excessive Speed <input type="checkbox"/> Speed too fast for conditions <input type="checkbox"/> Failed to yield right of way <input type="checkbox"/> Passed stop sign <input type="checkbox"/> Disregarded traffic signal <input type="checkbox"/> Drove left of center <input type="checkbox"/> Improper overtaking <input type="checkbox"/> Avoid no contact vehicle <input type="checkbox"/> Avoid no contact - other <input type="checkbox"/> Cell Phone		V1 V2 <input type="checkbox"/> Following too closely <input type="checkbox"/> Made improper turn <input checked="" type="checkbox"/> Driver inattention <input type="checkbox"/> Under influence of alcohol <input type="checkbox"/> Other improper driving <input type="checkbox"/> Pedestrian error <input type="checkbox"/> Inadequate brakes <input type="checkbox"/> Driverless moving vehicle <input type="checkbox"/> Failed to yield-Police Vehicle(s) <input type="checkbox"/> Failed to yield-Emergency Veh(s)		V1 V2 <input type="checkbox"/> Defective steering <input type="checkbox"/> Defective tires <input type="checkbox"/> Other mechanical defect <input type="checkbox"/> Road defect <input type="checkbox"/> Other - No driver error <input type="checkbox"/> Traffic control not functioning <input type="checkbox"/> Improper lane change <input type="checkbox"/> Improper backing <input checked="" type="checkbox"/> None		V1 V2 <input type="checkbox"/> Going Straight <input type="checkbox"/> Overtaking - Passing <input type="checkbox"/> Right Turn <input type="checkbox"/> Left Turn <input type="checkbox"/> U Turn <input type="checkbox"/> Slowing <input type="checkbox"/> Backing		V1 V2 <input checked="" type="checkbox"/> Stopped for traffic <input type="checkbox"/> Stopped for sign/signal <input type="checkbox"/> Start in traffic lane <input type="checkbox"/> Start from park <input type="checkbox"/> Parked <input type="checkbox"/> Other		V1 V2 FIRST EVENT SECOND EVENT THIRD EVENT FOURTH EVENT
	DRIVER OR PEDESTRIAN SOBRIETY (Mark 1 or more for each with X)			DRIVER OR PEDESTRIAN PHYSICAL CONDITION (Mark 1 or more for each with X)			PEDESTRIAN ACTION				
	D1 D2 <input type="checkbox"/> Consumed Alcohol <input type="checkbox"/> Consumed a Controlled Substance <input checked="" type="checkbox"/> Had Not Consumed Alcohol <input type="checkbox"/> Sobriety Unknown <input type="checkbox"/> Consumed Medication <input type="checkbox"/> Breath Test Administered gms/210L _____ gms/210L <input type="checkbox"/> Blood Test Administered <input type="checkbox"/> Field Sobriety Test <input type="checkbox"/> Refused Test			D1 D2 <input type="checkbox"/> Fatigue-Asleep <input type="checkbox"/> Eyesight Imp. <input type="checkbox"/> Hearing Imp. <input type="checkbox"/> Ill D1 D2 <input type="checkbox"/> Medication <input type="checkbox"/> Amputee <input checked="" type="checkbox"/> No App. Defects <input type="checkbox"/> *Other Physical Impairment *Specify _____			At Intersection P1 P2 <input type="checkbox"/> With Signal <input type="checkbox"/> Against Signal <input type="checkbox"/> No Signal <input type="checkbox"/> Diagonal Not at Intersection P1 P2 <input type="checkbox"/> From Behind Obstruction <input type="checkbox"/> No Crosswalk <input type="checkbox"/> Crosswalk <input type="checkbox"/> Walking W/Traffic <input type="checkbox"/> *Other P1 P2 <input type="checkbox"/> Walking Against Traffic <input type="checkbox"/> Standing <input type="checkbox"/> Pushing or Working on Vehicle <input type="checkbox"/> Playing in Road *Specify _____				
	Describe what happened - refer to vehicles by number. See attached narrative										
NARRATIVE											
OTHER PROPERTY INVOLVED			DESCRIPTION OF PROPERTY AND DAMAGE None								
WITNESS			NAME		AGE		ADDRESS		TELEPHONE		
			(b)(6)		53		(b)(6)		(b)(6)		
					51						
ENFORCEMENT ACTION			VEH. NO.		NAME		VIOLATION (COMMON NAME)		ACTION		
			None						<input type="checkbox"/> Booked <input type="checkbox"/> Cited <input type="checkbox"/> Pending <input type="checkbox"/> Booked <input type="checkbox"/> Cited <input type="checkbox"/> Pending <input type="checkbox"/> Booked <input type="checkbox"/> Cited <input type="checkbox"/> Pending		
Time Notified 16:04		Time Arrived 16:17		Notified By State Police Dispatch-Tucumcari			Supervisor at Scene Sgt. Hinders		Checked By <i>[Signature]</i>		
Officer's Signature <i>[Signature]</i>				Rank Patrolman		ID No. 4625		District 9	Date of Report 8/12-11		
CRASH REPORT NUMBER: CASE NUMBER: 11-186132			STATE OF NEW MEXICO UNIFORM CRASH REPORT NM DOT COPY					SHEET 2 OF 5 SHEETS			

THIS REPORT MAY CONTAIN OPINIONS AND OBSERVATIONS OF THE INVESTIGATING OFFICER

**DIAGRAM/NARRATIVE**  
Use Additional Sheets As Necessary

At 16:04 on August 12, 2011, while on duty in Ft. Sumner, NM, I received a report of an injury crash on Billy the Kid Road in DeBaca County NM. While enroute to the scene I was informed that a driver was unresponsive.

Upon arrival of the scene I observed a white Kenworth (vehicle 1) bearing New Mexico license plate (b)(6) Vehicle 1 was facing south with damage to the rear. I also observed a green Polaris (vehicle 2) VIN number 4XARD50A82D831639. Vehicle 2 had damage to the front and top. I also observed a body off the roadway to the west covered with a blue cloth. On scene were units from the DeBaca County; EMS, Rescue, sheriff's office and Juan Chavez from the office of the medical investigator. I was informed the driver of vehicle 2 was deceased. The driver of vehicle 2 was known to this officer to be (b)(3):CPS (driver 2) date of birth /96.

I interviewed the driver of vehicle 1: (b)(6) (driver 1) was identified by his New Mexico driver's license. I asked if he was injured. He stated he was not. I asked what had happened. He stated he had been driving south on Billy the Kid Road and had stopped at the intersection of State Road 212 to turn left after a northbound vehicle passed. He felt a thud. He got out of the vehicle and discovered vehicle 2 had crashed into the rear of his vehicle.

I interviewed a witness: (b)(6) stated she had been northbound on Billy the Kid Road and observed vehicle 1 at the intersection waiting to turn. She observed vehicle 2 crash into the rear of vehicle 1. She stopped to assist. She got the attention of another motorist Knox Cortese and she called 911 for assistance.

I interviewed (b)(6) He stated he was southbound on Billy the Kid Road and observed driver 1 and (b)(6) waving at him. Upon arrival of the scene, he observed driver 2 lain over in the seat of vehicle 2. He checked for a pulse. He thought he felt a faint pulse. He pulled the "A" pillar forward of vehicle 2. He and driver 1 removed driver 2 from the vehicle and put him on the grass. He attempted CPR. Approximately 5 minutes later EMS arrived on scene and found driver 2 to be unresponsive.

The notification to the next of kin of driver 2 was made by the DeBaca County Sheriff's office.

I sketched and took measurements for a diagram.

I took photographs of the scene.

Vehicle 2 was towed from the scene by Russ & Sons Towing.

Driver 2 was pronounced deceased at the scene.

Based on evidence at the scene and statements obtained: Vehicle 1 was facing south on Billy the Kid Road and had stopped at the intersection of State Road 212 to make a left turn. Vehicle 2 was southbound on Billy the Kid Road. Vehicle 2 crashed into the rear of vehicle 1. Driver 2 received trauma to the right side of his head which likely caused the death of driver 2. Driver 2 slumped over in the seat to the passenger side. (b)(6) arrived on scene. Mr. (b)(6) checked for a pulse. (b)(6) pulled the driver side "A" pillar of vehicle 2 forward and removed driver 2 from vehicle-2 to the west side of the roadway, assisted by driver 1. (b)(6) attempted aid unit EMS arrived. The driver side seatbelt was wound into its holder. The tongue was covered in dust. The driver's seatbelt buckle had blood on it. The seatbelt and tongue did not. Based from the evidence it was determined driver 2 was not wearing his seatbelt.

Driver 2 failing to stop behind vehicle 1 caused the crash.

This case is closed.

Mark Younce  
Patrolman  
New Mexico State Police

CRASH REPORT NUMBER

CASE NUMBER:

11-186132

DIAGRAM DRAWN BY: M. Younce

MEASUREMENTS TAKEN BY: M. Younce

CRASH REPORT NUMBER:  
CASE NUMBER: 11-186132

STATE OF NEW MEXICO UNIFORM CRASH REPORT  
NM DOT COPY

SHEET 3  
OF 5 SHEETS

THIS REPORT MAY CONTAIN OPINIONS AND OBSERVATIONS OF THE INVESTIGATING OFFICER



FOREIGN STATE CODES				DRIVER INFORMATION	
MEXICO		CANADA		LICENSE TYPE	RESTRICTIONS
AG Aguascalientes	MR Morelos	AB Alberta	BC British Columbia	A CDL (Commercial Drivers License)	00 No Restriction
BN Baja California Norte	NA Nayarit	MB Manitoba	NB New Brunswick	B CDL	10 Glasses
BS Baja California Sur	NL Nuevo Leon	NF Newfoundland	NT Northwest Territories	C CDL	11 Contact Lenses
CP Campeche	OA Oaxaca	ON Ontario	NS Nova Scotia	D Operators (old class 5)	12 Daylight Driving Only
CZ Canal Zone	PU Puebla	PE Prince Edward	PQ Quebec	I ID Card	13 Route Restriction
CS Chiapas	QE Queretaro	SK Saskatchewan	YT Yukon Territory	N None	14 Hand Control
CI Chihuahua	QI Quintana Roo			P Provisional / Learners	17 Prosthetic Device
CH Coahuila	SL San Luis Potosi			U Unknown	18 Mirrors Required
CL Colima	SI Sinaloa			S Suspended Driver License	19 Other
DF Distrito Federal	SO Sonora			R Revoked Driver License	
DG Durango	TB Tabasco				
GJ Guanajuato	TA Tamaulipas				
GE Guerrero	TL Tlaxcala				
HD Hidalgo	VC Veracruz				
JA Jalisco	YU Yucatan				
MX Mexico	ZA Zacatecas				
MC Michoacan					

VEHICLE INFORMATION									
VEHICLE MAKE							COLOR		
AMER AM General	DIAM Diahatsu	ISU Isuzu	MERK Mercury	SAA Saab	BGE Beige	LAV Lavender			
ACUR Acura	DIAT Diamond-Reo	IVEC Iveco-Magirus	MITS Mitsubishi	STRN Saturn	BLK Black	MAR Maroon			
ALFA Alfa-Romeo	DODG Dodge	JAGU Jaguar	MOGU Moto-Guzzi	SCAN Scania	BLU Blue	ONG Orange			
AUDI Audi	EGIL Eagle	JEEP Jeep	NAVI Navistar	STLG Sterling	DBL Dark Blue	PNK Pink			
AUST Austin-Healey	FWD FWD	KAWK Kawasaki	NISS Nissan	SUBA Subaru	LBL Light Blue	PLE Purple			
BMW BMW	FERR Ferrari	KEN Kenworth Truck	NORT Norton	SUZI Suzuki	BRZ Bronze	RED Red			
BSA BSA	FIAT Fiat	KIA Kia	CYCL Unk Motor Cycle	THOM Thomas	BRC Brown	SIL Silver, Aluminum, Stainless Steel			
BENT Benly	FORD Ford	LAMO Lamborghini	OLDS Oldsmobile	TOYA Toyota	CPR Copper	TAN Tan			
BROC Brockway	FRKL Fork-Lift	LNCI Lancia	OPEL Opel	TRIU Triumph	CRM Cream Or Ivory	TRQ Turquoise			
BUIC Buick	FRHT Freightliner	LNDR Land Rover	OSHK Oshkosh	VESP Vespa	GLD Gold	WHI White			
CADI Cadillac	GMC GMC	LEXS Lexus	MCI Over the Road Bus	VOLK Volkswagen	GRN Green	YEL Yellow			
CHEC Checker	HD Harley-Davidson	LINC Lincoln	PTRB Peterbull	VOLV Volvo	DGR Dark Green	MUL Multi-color			
CHEV Chevrolet	HMDE Home Made	LOTU Lotus	PEUG Peugeot	WSTR Western Star	LGR Light Green				
CHRY Chrysler	HOND Honda	MG MG	PLYM Plymouth	WHIT White/Autocar					
CITR Citroen	HYUN Hyundai	MACK Mack	FONT Pontiac	WHGM White/GMC					
DAEW Daewoo	ITSC ITASC Motor Home	MASE Maserati	PORS Porsche	YAMA Yamaha					
DATS Datsun	INFI Infiniti	MAZD Mazda	RENA Renault	YUGO Yugo					
DELO Delorean	INTL Intnl-Harvstr	MERC Mercedes	ROL Rolls Royce	UN Other or Unknown					
		MERZ Mercedes-Benz							

BODY STYLE	CARGO BODY TYPE	VEHICLE USE 1	TRAILER/TOWED VEHICLE TYPE
AV All Terrain Vehicle/Moped	AT Auto Transporter	AM Ambulance	AC Auto Carrier
BU Bus	B1 Bus (9-15 people)	CB Church Bus	BT Boat
LT Light Truck w/Trailer (GCWR > 10,000 Lbs.)	B2 Bus (> 15 people)	CM Construction/ Maintenance	CL Cable Reel
	CT Cargo tank	FR Fire/Rescue	CT Camping
MC Motor cycle	CM Concrete Mixer	FV Farm vehicle/equipment	FR Fire truck
MH Motor Home	DT Dump	MI Military	FT Flat-bed or platform
OT Other Passenger Vehicle	FB Flat bed	OB Other Bus	GA Gondola
TH Other heavy truck	GG Garbage/refuse	OS Other Special Use	GN Grain
PC Passenger Vehicle	HT Hopper (grain, gravel, chips)	SB School Bus	HO Hopper
PK Pickup	IF Intermodal Flatbed	TL Taxi/Limo	HE Horse
SV Sport Utility Vehicle	LT Log Truck	VT Vehicle towing other vehicle	HS House trailer (mobile home)
	NA No Cargo Body/Not Applicable		LS Livestock
	OT Other	<b>VEHICLE USE 2</b>	LP Logging, pipe or pole
	PL Pole	C Commercial or Business Use	LB Lowbed or lowboy
	VN Van/enclosed box	G Government Use	RF Refrigerated van
		P Private Use	UT Utility
			VN Van
			TV Towed vehicle
			SE Semi
			SR Service
			W Single wheel
			ST Stack or rack
			TN Tanker
			TE Tent trailer
			TM Truck mount camper

SEQUENCE OF EVENTS			
EVENTS INVOLVING COLLISION WITH		NON-COLLISION EVENTS	
PED Pedestrian		ROR Ran Off Road	
MVT Motor Vehicle in Transport		JK Jackknife	
PMV Parked Motor Vehicle		OR Overtum/Rollover	
RR Train		DR Downhill Runaway	
BIKE Pedal cycle		CLS Cargo Loss or Shift	
ANIM Animal		EF Explosion or Fire	
FO Fixed Object		SU Separation of Units	
WZ Work Zone Construction or Maintenance Equipment		CMC Cross Median/Centerline	
OM Other Moveable Object		EF Equipment Failure	
UN Unknown Moveable Object		OCNC Other (describe in narrative)	
OTC Other (describe in narrative)			

STATE OF NEW MEXICO UNIFORM CRASH REPORT CODE SHEET

CRASH REPORT NUMBER:  
CASE NUMBER: 11-186132

STATE OF NEW MEXICO UNIFORM CRASH REPORT  
5 of 10 DOT COPY

SHEET 4  
OF 5 SHEETS

# DIAGRAM/NARRATIVE

Use Additional Sheets As Necessary

CRASH REPORT NUMBER

CASE NUMBER: **11-186132**

DIAGRAM DRAWN BY:

MEASUREMENTS TAKEN BY:

CASE # 11-186132

## PHOTOGRAPH LEGEND

8-12-2011

- 1) Vehicle 1 north to south
- 2) Vehicle 1 north to south
- 3) Vehicle 1 license plate
- 4) Vehicle 1 left side
- 5) Intersection Billy the Kid road and State Road 212 East to West
- 6) Rear left of V-1 and Front Left of V-2
- 7) Rear of V-1 North to South
- 8) Right side of V-1
- 9) Right side of V-2
- 10) Rear of V-1 / point of impact
- 11) Rear of V-1 / point of impact close up
- 12) Left front of V-2 South to North
- 13) Steering wheel V-2
- 14) Seatbelt of V-2 driver
- 15) Left front of V-2 close up
- 16) Rear compartment of V-2
- 17) blood pooling right side of V-2
- 18) Vehicle Identification Number plate V-2
- 19) Driver V-2
- 20) Driver V-2 facial

CRASH REPORT NUMBER:  
CASE NUMBER: **11-186132**

STATE OF NEW MEXICO UNIFORM CRASH REPORT  
NM DOT COPY

SHEET **5**  
OF **5** SHEETS

THIS REPORT MAY CONTAIN OPINIONS AND OBSERVATIONS OF THE INVESTIGATING OFFICER

2023HCC3674 Exhibit 1 - Police Incident Report

# Driver Passenger Witness Statement



Today's Date: \_\_\_\_\_ Present Time: \_\_\_\_\_ am / pm  
Name: (b)(6) Address: \_\_\_\_\_  
Date of Birth: 10/1/60 Phone #: \_\_\_\_\_  
SSN: \_\_\_\_\_  
D. L. #: \_\_\_\_\_  
D. L. State: \_\_\_\_\_ Circle One Below  
Driver / Passenger / Witness  
Date of Accident: \_\_\_\_\_ Time of Accident: \_\_\_\_\_ am / pm  
Location of Accident: \_\_\_\_\_  
Direction of Travel N S E W Lane of Travel: \_\_\_\_\_  
Travel Speed: \_\_\_\_\_ mph Road Conditions: \_\_\_\_\_

slow, describe what you saw, heard and felt in the moments and events leading up to, during, and after the accident and how you reacted to each. Be as descriptive and complete as possible. There is an area on the reverse for a sketch/diagram.

Leaving South on Billie the Kid Rd - Saw  
(b)(6) Waving for me to hurry  
(b)(6) was lying over right side of  
seat. Blood coming out of right side of head.  
Felt for pulse - very faint pulse - (b)(6)  
got him out of vehicle & layed on side of  
road - started CPR - approx 5 min EMT's Arrived.

Over

20123HCC 3674 Exhibit 1 Police Incident Report

# Driver Passenger Witness Statement



Today's Date: 8-12-11 Present Time: 1847 -am/pm  
Name: (b)(6) Address: (b)(6)  
Date of Birth: -58 Phone #: \_\_\_\_\_  
SSN: \_\_\_\_\_  
D. L. #: (b)(6) Circle One Below  
D. L. State: NM **Driver / Passenger / Witness**  
Date of Accident: 8-12-11 Time of Accident: 1555 -am/pm  
Location of Accident: (b)(6)  
Direction of Travel: N S E W Lane of Travel: (R)  
Travel Speed: \_\_\_\_\_ mph Road Conditions: Clear

slow, describe what you saw, heard and felt in the moments and events leading up to, during, and after the accident and how you reacted to each. Be as descriptive and complete as possible. There is an area on the reverse for a sketch/diagram.

*I was leaving work from BRM at 4:00 pm, when I passed OFM. I saw a white dump truck. He slowed down to the police behind him. I drove from the truck side of the road to help. I called 911.*

Over

Vehicle 2 was southbound on Billy the Kid road and crashed into vehicle 1. Driver 2 pronounce dead at scene by OMI. 16:24.



# New Mexico Department of Public Safety

## Vehicle Towing Authorization/Inventory Form

Date: 8-12-11 Time: 1730 AM/PM

### TOWING AUTHORIZATION

I Hereby Order: Reiss & Son Telephone: 355-7722

Address: \_\_\_\_\_

To remove from: (b)(6) City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

The vehicle listed below for (reason): CRASH Location \_\_\_\_\_

You are further instructed to:  Hold - Contact undersigned officer prior to releasing  Release vehicle upon proper proof of ownership

Driver: Colton Gunn Driver/Owner [Signature] Officer Signature (Print Name Also)

Address/Telephone No \_\_\_\_\_

Registered Owner: \_\_\_\_\_ Towing Operator Signature [Signature]

### VEHICLE

Year 03 Make Polaris Model \_\_\_\_\_ Type ATV Color Green

VIN 4KARD50A82D831639 Lic No. MCB Lic. State N/A

Vehicle Damage (List if any): Rips

### INVENTORY

	Yes	No		Yes	No		Yes	No		Yes	No
Keys in vehicle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CD Player	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Spare Tire	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Trlr Hitch	<input type="checkbox"/>	<input checked="" type="checkbox"/>
AM/FM Radio	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Radar Detector	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Lug Wrench	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Custom Wheels	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tape Player	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Video Monitor	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Jack	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Aux Lights	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Contents	_____										

### OWNER/AGENT RELEASE

**NOTICE:** No vehicle impounded by the NM State Police will be released from storage until the owner or his agent produces satisfactory proof of ownership in the form of title or registration certificate, regardless of the reason for towing.

**Owner/Agent:** Record any missing or damaged items on the back of this form and contact the nearest State Police Office Immediately.

Date Released: \_\_\_\_\_ Time \_\_\_\_\_ A.M/P.M By: \_\_\_\_\_

Released To: \_\_\_\_\_ Address: \_\_\_\_\_  
Print Name Street

\_\_\_\_\_  
Owner/Agent Signature City, State & Zip

**Task No: 120523HCC3674**

**Date: 07/20/2012**

**STATUS OF MISSING DOCUMENT(S)**

**The official records below were requested for this investigation report, but could not be obtained.**

- 1. Medical Investigator's Autopsy Report –requested on 06/27/12**
- 2. Scene Photographs**

Date: 07/20/12

Investigator No: 194

**Regional Office:** \_\_\_\_\_ **Supervisor No:** \_\_\_\_\_

Contact Sheet:

De Baca County Sheriff's Office  
514 Ave C  
PO Box 927  
Fort Sumner, New Mexico 88119

Phone: (505)355-2405  
Fax: (505)355-3276

New Mexico Office of the Medical Investigator  
MSC07 4040  
1101 Camino de Salud NE  
Albuquerque, New Mexico 87102

New Mexico Department of Public Safety  
PO Box 1628  
Santa Fe, NM 87504-1628

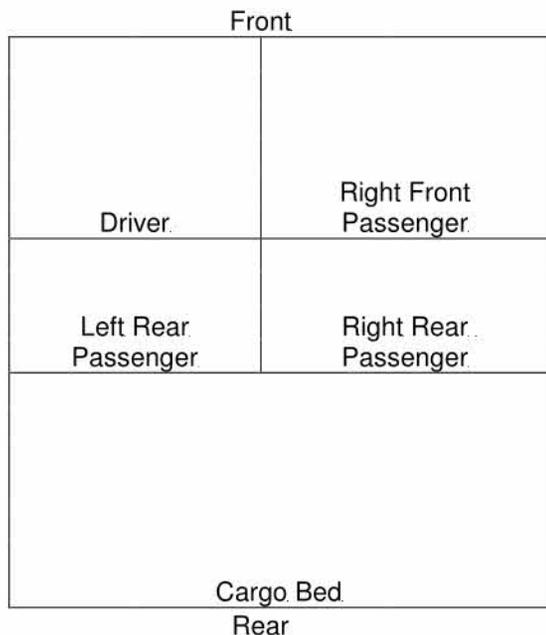
Records Coordinators  
Carol Greer

Phone: 505-827-9192

Records  
Cathy George

Phone: 505-827-9216\*

### Utility Vehicle Data Record Sheet



The Utility Vehicle

A:	Age: 15	Height: unknown
	Gender: male	Weight: unknown
Helmet (Y/N):	Seatbelt (Y/N): no	
Killed/Injured/Neither/Unknown: .		
Injury Description: head		
Did vehicle land on victim: no		
Ejected (Either partially or fully):		

D:	Age:	Height:
	Gender:	Weight:
Helmet (Y/N):	Seatbelt (Y/N):	
Killed/Injured/Neither/Unknown: .		
Injury Description:		
Did vehicle land on victim: .		
Ejected (Either partially or fully):		

B:	Age:	Height:
	Gender:	Weight:
Helmet (Y/N):	Seatbelt (Y/N): .	
Killed/Injured/Neither/Unknown: .		
Injury Description:		
Did vehicle land on victim:		
Ejected (Either partially or fully):		

E:	Age:	Height:
	Gender:	Weight:
Helmet (Y/N):	Seatbelt (Y/N): .	
Killed/Injured/Neither/Unknown: .		
Injury Description:		
Did vehicle land on victim:		
Ejected (Either partially or fully):		

C:	Age:	Height:
	Gender:	Weight:
Helmet (Y/N):	Seatbelt (Y/N):	
Killed/Injured/Neither/Unknown: .		
Injury Description:		
Did vehicle land on victim: .		
Ejected (Either partially or fully):		

F:	Age:	Height:
	Gender:	Weight:
Helmet (Y/N):	Seatbelt (Y/N):	
Killed/Injured/Neither/Unknown: .		
Injury Description:		
Did vehicle land on victim: .		
Ejected (Either partially or fully):		

\*If victim(s) were injured/killed, please include the other relevant information requested in the assignment message in the text of the IDI

Using the figure on the left, please fill in where the occupants were in the vehicle at the time of the incident using A, B, C, etc. to identify the occupant(s) location. Fill in the occupants' characteristics in the corresponding location on the right. For example, the driver could be assigned to the letter 'A' and the letter 'A' would be placed in the diagram in the box designated 'Driver', and the drivers' characteristics would be filled on the right. If there were more than six occupants (or more room is needed), please add the other passenger(s) information (or any other information) as needed. If information is not available, please indicate by 'na'.

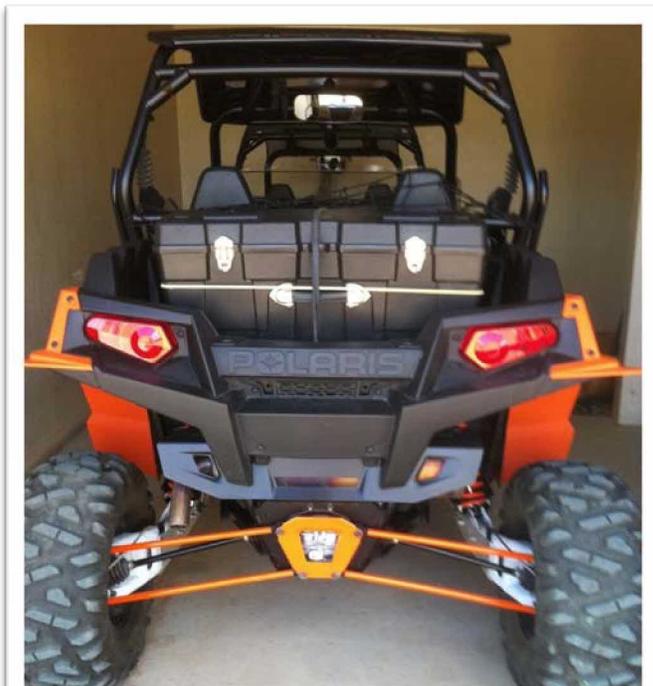
Note: Not all locations indicated on the diagram exist in all types of utility vehicles. Please only use the locations that correspond to the incident vehicle. Please place an 'X' over the area if the vehicle was not equipped with the component.

**Save**



This investigation was initiated as the result of a consumer complainant submitted with the U.S. Consumer Product Safety Commission (US CPSC) website. The information for this report was obtained through a telephone interview with the consumer complainant and via emails. An onsite was suggested, but at this time the complainant felt his information provided would be sufficient for this report. The incident involves a Utility vehicle (UTV) that sustained minor fire damage, but according to the complainant had the potential of serious injuries to his wife and him.

The complainant and his wife are in their 60s and both were the victims in this incident. The Complainants purchased the UTV in January 2012 from a dealership for approximately \$18,000. The male complainant stated that he is very experience with these types of vehicles and he has owned a few. He indicated that he had a good



1 Rear view of UTV involved in incident



understanding of the proper use and capability in the operation of his UTV and has reviewed the owner's manual prior to the operating this vehicle. He also indicated that he belongs to a UTV club that goes on overnight camping and riding trips.

The UTV is stored inside his garage when it was not being used. The complainant indicated that he had purchased the UTV for minor use on his property and for recreational use. The Complainant indicated that he belongs to a UTV club where he and others go on a trip pulling their UTV on a trailer to remote location and drive the terrain that these vehicles are capable to perform.

On the day of the incident, the complainant indicated that he had approximately 100 miles on

the odometer of his UTV. He never had any prior incidents involving the UTV, but stated that the cabin of the UTV was hot in operation. He questioned if the half-windscreen may limit the air flow from entering the cabin.

On 03/16/2012, the complainant, his wife and five people in two other UTVs left a campsite to ride a rough road only accessible by UTV and all-terrain vehicles (ATV). The Complainant's wife was sitting in the passenger seat and he was driving the UTV. Approximately four hours into the trip, his wife had indicated that she smelled something

sweet. The complainant did not smell anything and continued the rocky road traveling about 5-10 miles per hour. The Complainant indicated that one of the riders behind him raced up and stated "FIRE." The complainant immediately stopped and his wife and him exited the vehicle. He immediately removed 2 gallon containers and removed his cargo chest from the cargo bed of the UTV. The complainant stated they used dirt and some water from water bottles to extinguish the flames.

After the incident, the Complainant noticed that the flames melted a hole in the cargo box, and melting a hole in his tool bag. The complainant stated that the flames resulted when melted plastic from a storage box and cooler started dripping on the manifold. The witness in a statement indicated that the flames were approximately 1-1 ½ feet in height. The Complainant stated that if he had the fuel containers on the right side at the time of the incident a gasoline fire or worse -an explosion would have resulted.

On 03/31/2012, the complainant took his UTV to the dealership for repair. The dealership contacted the manufacturer regarding the incident. The manufacturer corresponded with the dealership and indicated that the UTV may have been overloaded with several accessories that may have contributed to the problem of overheating. They cited the speed and terrain in combination with the accessories. The manufacturer told the Complainant that placing more insulation to line the bottom of the box to provide more protection to the area. They also told him that "the vehicle has limitations from how it is operated or overloading with accessories and that the UTV is not defective, but being used outside of its design."

The Complainant indicated that he had written the manufacturer on two separate occasions and had not received any response to his concerns. The Complainant indicated that he is concern for the safety of the operation of this vehicle and has not ridden the vehicle since the incident. He also stated that safety is the issue and that a serious incident could have resulted if the gasoline containers would have caught fire.

On 06/27/2012 an interview was conducted with the Complainants. The male Complainant provided photographs upon request and correspondence with the manufacturer. The Complainant stated that he feels that the product should be recalled due to his incident and the dangers posed if a fire were to occur. During the conversation, he questioned that the addition of accessories: a half-windshield, roof and doors may be the cause of the added heat build-up in the cockpit and if so he feels that the manufacturer should inform consumers.

The Complainant indicated per phone conversation (verbally) to release his only name to the manufacturer but not to be released to the general public.

#### **PRODUCT IDENTIFICATION:**

The UTV is a 2012 model year, **Polaris Ranger RZR XP900**. The incident in this vehicle is a side by side seating configuration. The UTV is equipped with a metal roof,

120529CWE7085

doors, a half-windshield and has a cargo bed in the rear. The manufacturer is **Polaris Industries Inc., Anchorage, AK, 99515.**

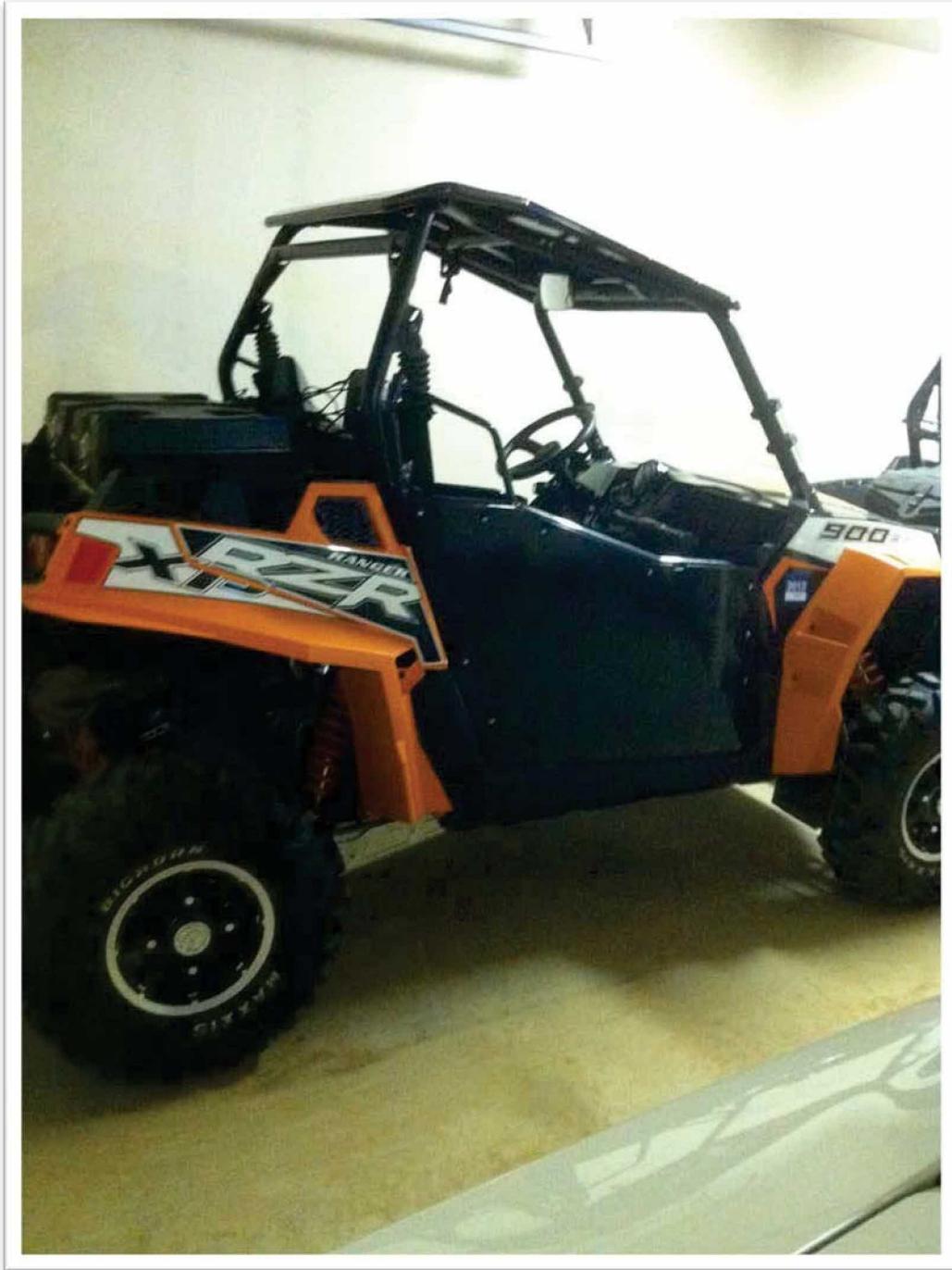
The dealer the UTV was purchased and serviced at is Fun Center Inc., located at 29603 Highway 160, Durango, CO 81301.

**ATTACHMENTS:**

- Exhibit 1 - Photographs Pages: 1-7
- Exhibit 2 - Letters to CPSC Pages: 8-9
- Exhibit 3 - Letters to Manufacturer Pages: 10-14
- Exhibit 4 - Incident View Pages: 15-18
- Exhibit 5 - Witness Statement Pages: 19-20
- Exhibit 6 - Owner's Manual Pages: 21-159
- Exhibit 7 - Recall Notice: 08-521 Pages: 160-161
- Contact sheet Pages: 162



Photograph 1 – Recent view of the incident Utility Terrain Vehicle (UTV).



Photograph 2 – side view of incident UTV.



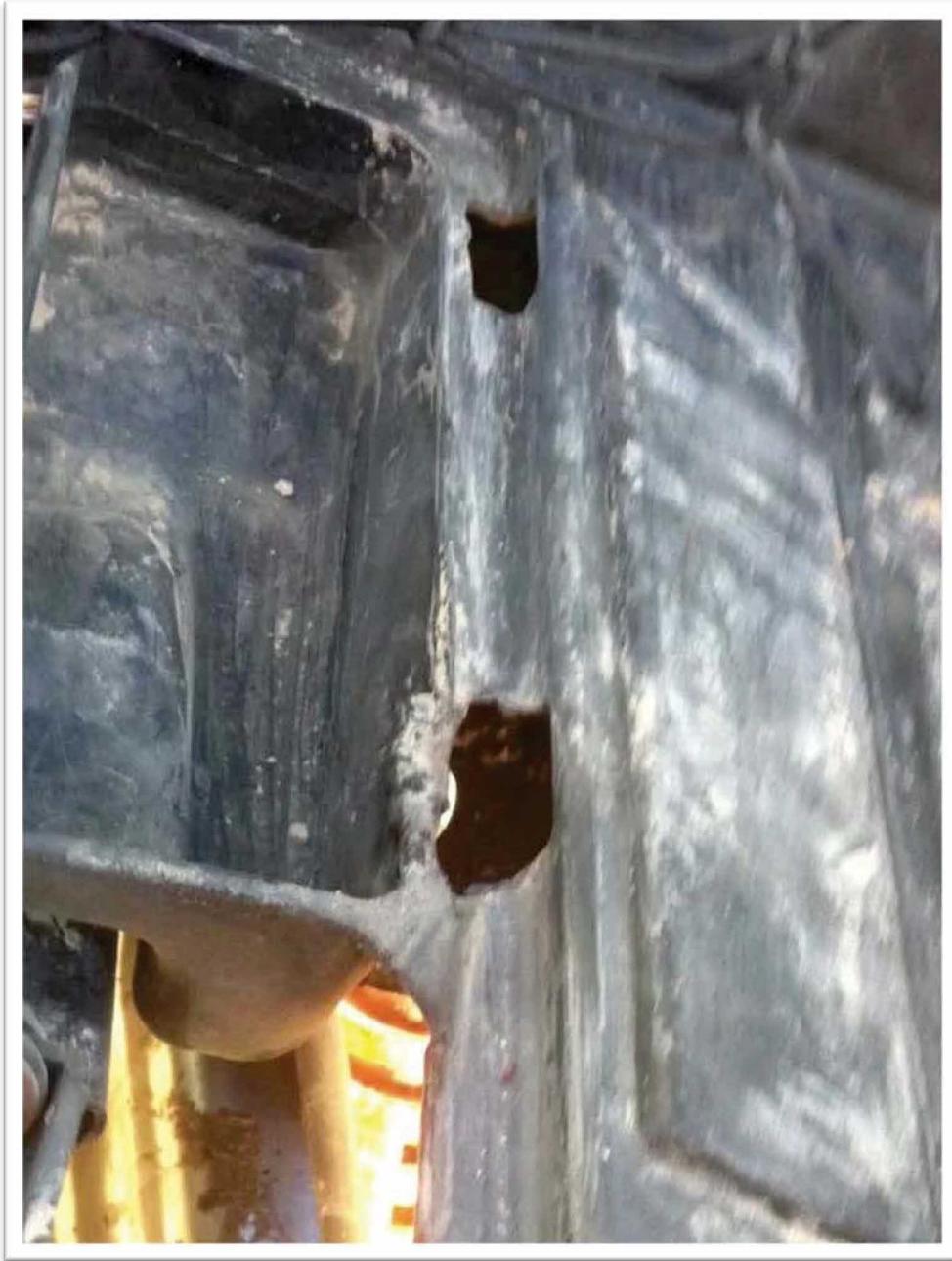
Photograph 3 – View of the UTV's cargo bed with supply chest (right) and gasoline Containers left. The incident occurred behind the passenger (right).



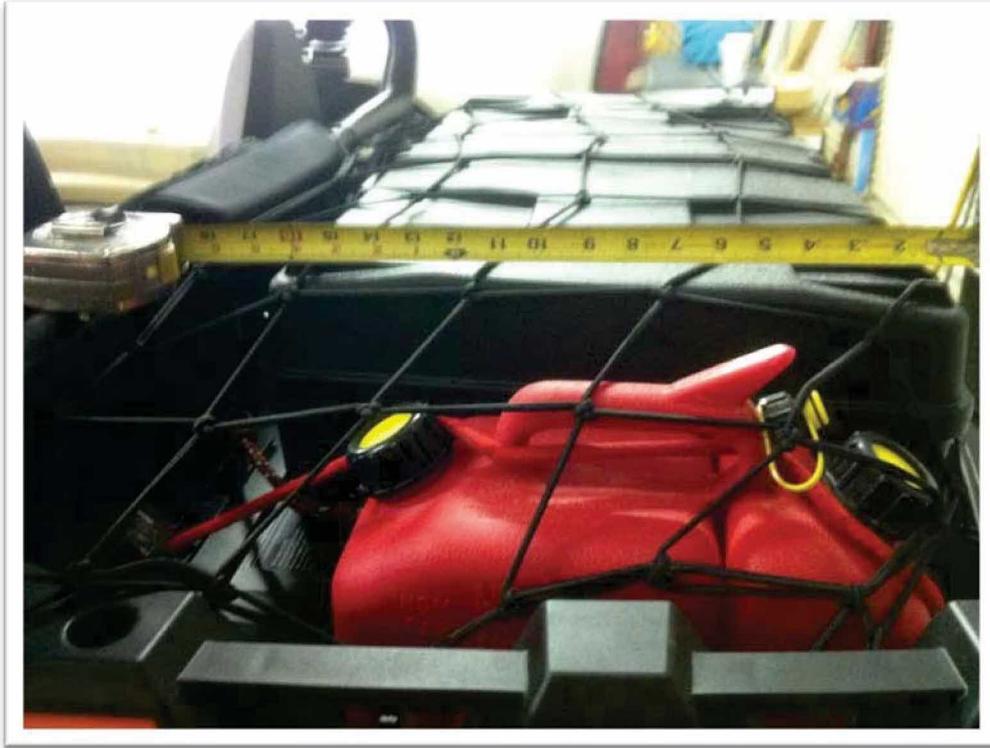
Photograph 4 – The Complainant is point to the damage site on the cooler.



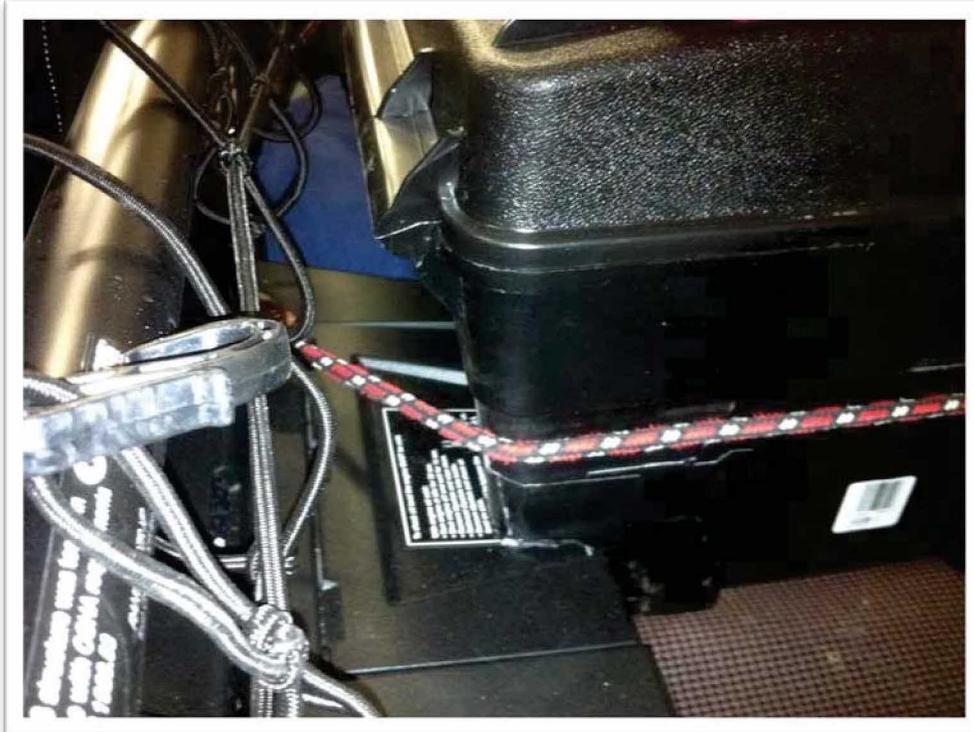
Photograph 5 – View of tool bag (sock) with burn hole.



Photograph 6 – view of a hole burnt through on the air cleaner cover.



Photograph 7 – Complainant prior to incident photographed how he was carrying items: a storage chest, and a 2 gallon gasoline container.



Photograph 8 – view how the Complainant made the storage box fit on the UTV.

My wife and I were riding an ohv trail near Florence Arizona in our new 2012 Polaris Ranger RZR XP 900, along with friends and members of our ATV club. We left our campsite at about 10:30 on or about Friday March 16, 2012 and had been on the trail maybe 4 hours and heading back to camp. We stopped a number of times for water and lunch break and to view the scenery. I was leading the group of 6, in an area called box canyon when my wife said she smelled something sweet which I didn't so we continued on. Box Canyon is a rocky area and we were traveling about 5-10 mph when suddenly the second in our group raced up to us yelling fire, fire. I immediately hit the brakes and we both exited I and immediately unstrapped the 2 gallon spare plastic gas can and raced it to a safe place then back to pull out my cargo chest that I also purchased (see pictures of before and after fire). Note that the gas can was on the driver's side and away from the fire. Then we all worked (all 6 of us) throwing dirt at the fire. The fire was finally extinguished by someone finding some water. The fire was very close to my wife's head which you will read in the witness report (see witness letter). Please note; my wife and I also smelled gas fumes on occasions, inside the cab, on the return and other rides.

The fire was directly on the exhaust manifold/heat shield directly above the hole nearest the passenger seat of the cargo box. It appears as though that the fire was started from extreme engine and exhaust heat, melting the cargo box in this location which dripped plastic onto the exhaust manifold/heat shield (see pictures). As a flame developed it melted more plastic which made more fire which burned through my cargo chest which burned an ice chest and a tool carrying bag.

What is prompting my report is numerous and is all about consumer safety.

1-Polaris has a heat issue melting the hole in the cargo box nearest the passenger seat that when anything covers that hole it will melt the hole. This happened to another individual on another day riding in the same area (see 2<sup>nd</sup> letter to Polaris). There is no mention in the owner's manual that says to keep gas containers away from this area.

2-I have purchased as accessories a ½ Polaris windshield, a metal Polaris roof, and Polaris doors and installed them on my Polaris ranger rZR xp 900 prior to above vacation. I would like to know if these accessories are exceeding the limitations of the Polaris Ranger RZR XP 900 which could have an impact on the fire that happened to my wife and me (see 2<sup>nd</sup> letter to Polaris). Limitations of the rZR xp 900 need to be detailed to the consumer prior to buying any Polaris rZR/any accessories (see incident view). Have I blocked the airflow to the engine compartment to keep the engine cool by installing the Polaris ½ windshield and doors and roof (see letter xp 900 cabin heat)? This question needs to be answered by Polaris as this may have caused the fire.

3-The fire that I experienced could happen to anyone that buy's a Polaris rZR and there could be either a death involved or serious burns. I wouldn't like this to happen to anyone and something needs to be done as an engineered fix and recall and not just some individual's idea of a fix as this person is suggesting to me (see incident view).

4-If a consumer wants to carry a chest or gear in the rear storage compartment (cargo box) then it should be explained, that you must "bend up an aluminum shield to provide more protection to the bottom of the box" in the owner's manual (see incident view). Or, don't carry anything in the cargo box.

5-It should be detailed in the owner's manual that you must maintain a certain speed at all times to keep the engine cool (see incident view). Where is it listed that if you don't run at this magic speed you must install a "HVAC insulation and line the bottom of the box"?

6-What does it mean that I used my machine "outside of its design" (see incident view)? Is this information detailed in the owner's manual? Is this the reason for the fire? How does Polaris intend to protect the consumer by saying this? What does this refer to?

These questions are safety concerns that address the consumer and should be evaluated to recall and engineer a fix on the ranger rZR xp 900. I believe that the fire was a result from a combination of accessories that I installed which reduced the air flow to the engine and covering the hole (nearest the passenger seat) in the cargo box with my cargo chest. Polaris does not inform the consumer that by adding these accessories /covering the aforementioned hole that this will result in an unsafe condition and could result in a fire. Polaris needs to test the ranger rZR xp 900 exactly as I have set mine up, with the same cargo chest. Run it in an ambient temperature of 100 degrees at 5-10 mph, shut the engine down and check the engine/exhaust temperature at or near the aforementioned hole. I believe that the results will be that it will indeed melt plastic and create a fire.

Please note that on all other rides after the fire, the only thing that I put in the cargo box was 2 small ice chests (see pictures) located on the driver's side. I left my cargo chest and gas can in camp as I didn't want to risk another fire. For the remainder of our vacation there were no incidents other than extreme heat coming up through the passenger seat via the gas tank and also via the seat belt connectors.

Please see before and after pictures, Polaris incident view, and Polaris fire to dealer letter, witness letter, irresponsible attitude letter, and xp900 cabin heat letter and 2<sup>nd</sup> letter to Polaris.

Mar 27 2012

Page 1 Of 2

To Polaris industries and Fun Center of Durango Co.

Extremely dangerous product.

The Polaris rZR xp 900 is an extremely dangerous product and should be recalled to address a fire problem that develops in the engine compartment.

Extreme heat in the engine area melted the cargo box area of the xp900 and produced a fire on the exhaust manifold (dripping plastics). I was riding a trail in Arizona when a fire developed from the above problem. My wife was riding as a passenger and she said she smelt something weird. I couldn't, so I thought it might be some newness of the engine when one of our group raced up to us yelling fire. We immediately stopped and I pulled out my cargo chest and my 2 gallon spare gas container and with help we put out the fire. The fire burned through the round hole in nearest the passenger seat (see pictures), burned tabs on the air cleaner access cover as well as its receiving holes. Also burned through the cargo chest in the cargo area and an ice chest in the cargo chest. Once the fire was put out and we recovered from the experience I took everything out of the cargo box and had someone else carry the chest and extra gas. As we were returning to camp we smelt gas fumes in the cab coming from the vehicle gas tank vent tube. We also noted this on other rides.

If I would have had my spare gas on the passenger side of the rZR 900, the heat would have melted the plastic container and dripped gas on the exhaust manifold and created an explosion that would have burned both my wife and myself or worse killed us. We were both very lucky.

Not only have I just purchased the rZR 900 xp side by side but also I purchased the xp 900 4 seater for my son and his children. I do not want this problem to become a catastrophe for them. A fix needs to be done to eliminate this extreme hazard.

Please note..... The only solution to avoid this problem is to not put anything in the cargo box area on the passenger side and leave the holes in the cargo box UN obstructed. Do not carry gas on that side of the cargo box. This message should be placed in your operating manual and highlighted and underscored.

Be advised that the rZR 800 S has this same problem as one of our group also encountered the melting of the hole on the passenger side.

I would like to send my rZR 900 XP back to Polaris for evaluation and testing to produce a fix. In the mean time I would like mine to be replaced with another or my money back.

Here is a list of the other problems.

- 1- Fire
- 2- Vibration at appx. 10 mph
- 3- Gas fumes in cabin
- 4- Extreme heat in cabin at passenger seat and seat belt connectors
- 5- Clutch rattles excessively at 5 and 10 mph
- 6- Oil leak looks like plug was cross threaded in the block

(b)(6)

4-7-12

Page 1 of 3

To: Mr. Scott Wine, CEO  
Polaris Industries

Address: 2100 hwy 55  
Medina, MN. 55340-9770

Re: Case # C-2402884-TONOP6 Closed

Dear Sir;

In response to Polaris's conversation to Fun Center of Durango Colorado concerning the above mentioned case number, I would like to say that Polaris's response is totally unsatisfactory, and is not in the best interest of the buying public, of your product the ranger rZR xp 900. I have included my first letter submitted to the dealer, Polaris's incident view, a witness report for the "where the alleged melting happened" and a letter of irresponsible attitude, for your viewing. Also please see the before and after pictures of my cargo chest and what the fire did to the cargo box.

The buying public of your product (myself included) will carry cargo in the cargo box. I think that this is the reason Polaris calls it a cargo box. Things that will be carried in the cargo box can be items from rain gear, ice coolers to keep food and sodas cold, warm weather gear, tools, gloves etc, etc. To contain the articles as described, most people will put these items, inside a container as a chest (like I did) to keep them from flying out of the cargo box. Also, people will carry spare gas in a small container if riding on a long ride.

The problem is that so much heat builds up in the engine compartment that there is no way, at this time, to vent the heat. The heat rises to the cargo box and also pushes it into the cab via the seat belt connectors (located in the center of the cab) and under the passenger seat via the gas tank. As a note, I monitored the engine cooling temperature (after experiencing the fire) and the engine cooling temperature runs anywhere from 188 degrees to 213 degrees. I have no idea of how hot the engine/exhaust manifold gets but it was enough to melt the plastic of the cargo box onto the exhaust manifold/heat shield of the manifold and create a fire that burned through my chest, scorched an ice chest and burned a tool carrying bag. Had I carried my spare gas container on the passenger side of the cargo box (instead of the driver's side) there would have been a major fire/explosion that could have resulted in severe burns/death.

I would like to mention that my riding style is always variable as most riders. I ride in a range from 5 to 15 mph and 30 to 35 mph depending on the conditions of the road/trail and probably slower when climbing rocks or an incline/decline. I would venture to say that most riders will also ride in this range. What are adequate speeds for the ranger rZR xp 900 to keep the engine cool and keep from creating a fire (see incident view)? The incident view details "bending an aluminum shield to provide more protection to the bottom of the box" relevant to carrying a chest in the cargo box. Why would I want to buy this shield when it should have been installed during its build. The shield as was suggested will only dissipate the heat onto the bottom of the cargo box which I would think would also melt the cargo box. Also there is no information that says nor was I told to not run the unit "extremely hard" or at "very low speeds" as this creates heat problems in the cargo box, and tends to melt the cargo box and possibly create a fire. Where does it say in the owner's manual about limitations of accessories with the respect of possibly causing a fire?

The accessories that I have on my Polaris ranger rZR xp 900 are a metal roof, a half windshield and doors all made by Polaris. Do these items have an effect on the "charging system"? Do these items create a negative reaction of the air flow to engine compartment? Do these accessories create a vacuum in the cab that pulls the engine heat into the cab? Is this the reason for the fire, due to the no air flow to the engine compartment? Are these accessories the reason for the extreme heat in the cabin area and under the passenger seat via the gas tank? These questions, you should address due to the fact that the Polaris rZR xp 900 is manufactured without these accessories and I wonder if they do in fact, create the problem of excessive heat and possible fire. Are the accessories that I have installed on my rZR exceeded the limitations of the rZR as the report says? Have I exceeded the design of the ranger rZR xp 900 by installing these accessories? Please read the letter (cabin heat) submitted with this letter. Another person that I know has a Polaris ranger rZR s. He is having this same heat problem, melting the cargo box exactly in the same area, as the fire in my machine. They have been told to ceramic coat the exhaust manifold to reduce the heat buildup. I have no interest in doing this as this was not done at the factory and is only an expense to me and the buying public. Also this does not address the heat problem that blows into the cabin. The Polaris ranger rZR s that I am talking about is owned by an individual that was on our ride. He has since then had his rZR s exhaust manifold ceramic coated by the Polaris dealer in Dolores Colorado and he has tested his rZR with this modification. He reported to me that the engine heat with this mod is now 780 degrees above the manifold. My question is how hot is the engine heat without this modification 1200 to 1500 degrees? Hot enough to melt the cargo box? How hot does the engine compartment get when the engine cooling air is deflected by the ½ Polaris windshield and the Polaris doors?

As a consumer of your product I am concerned of its safety as a result of the fire not only for myself, but my children and grandchildren and others buying the ranger rZR xp 900. I therefore think that this matter should be addressed by the Consumer Product Safety Commission for an engineered fix and recall. I have tried to work with Polaris on this matter and find that Polaris only wants to waste my time and my warranty period. I think the results of the incident view, warrant Polaris, to test a machine exactly as mine and set up with a cargo chest as mine and run it 5-10 mph in an ambient temperature of

100 degrees shut the unit down and check the heat of the engine/exhaust temperature. I believe that you will find that enough heat exist and will melt plastic and cause a fire.

I patiently await your response.

Sincerely

(b)(6)

120529CWE7085

Exhibit - 4 Incident View

<b>FUN CENTER</b>			<b>3/31/2012</b>
<b>Case Status</b>	Closed	<b>Case#</b>	C-2402884-T0N0P6
<b>Support Area</b>	Technical Service	<b>Case Origin</b>	DEX
<b>Dealer</b>	FUN CENTER	<b>Created On</b> <b>Modified On</b>	3/31/2012 4/6/2012
<b>Responsible Contact</b>	SHANE MILLER	<b>Contact Phone</b>	970-259-1070
<b>Contact Fax</b>	970-259-2306	<b>Contact E-mail</b>	LYLE@FUNCENTERCYCLES.COM
<b>VIN</b>	<u>4XAJT87A0CB450451</u>	<b>Product Line</b>	RGR
<b>Model#</b>	R12JT87AB	<b>Model Description</b>	RGR-12,RZR XP,900 EFI,ORG/BLK
<b>Miles/KM</b>	517	<b>UOM</b>	Miles
<b>Hours</b>	170	<b>Warranty End Date</b>	07-27-2012
<b>Part#</b>		<b>Part Description</b>	
<b>Title</b>	Warranty - In - Request		
<b>Problem</b>			

Added On: 3/31/2012 5:38 PM by FUN CENTER  
\*\*Request for Warranty

Added On: 4/3/2012 10:12 AM by FUN CENTER  
Uploaded file 'SAM\_0103.JPG'  
Uploaded file 'SAM\_0104.JPG'  
Uploaded file 'SAM\_0105.JPG'  
Uploaded file 'SAM\_0106.JPG'

Added On: 4/3/2012 10:13 AM by FUN CENTER  
Uploaded file 'SAM\_0107.JPG'  
Uploaded file 'SAM\_0108.JPG'  
Uploaded file 'SAM\_0109.JPG'

Added On: 4/5/2012 5:38 PM by FUN CENTER  
First off, the customer is not going to like hearing he has to modify his cargo box so he can carry cargo. That being said is Polaris going to pay for the modification and how and where do you recommend we install this shield?  
Second off, if you look at the service report this unit was not run hard??????????????????

Added On: 4/6/2012 11:12 AM by FUN CENTER  
Customer is not satisfied and is going to file a complaint with the CPSC.

**Resolution**



	Flat Rate Hours <input style="width: 50px;" type="text" value="1"/>	Flat Rate Minutes <input style="width: 50px;" type="text" value="0"/>											
	Additional Time Hours <input style="width: 50px;" type="text" value="0"/>	Additional Time Minutes <input style="width: 50px;" type="text" value="0"/>											
	Misc Charges <input style="width: 50px;" type="text" value="0"/>												
	Reason for Additional Time <div style="border: 1px solid black; height: 40px; width: 100%;"></div>												
<b>Warranty Parts</b>	Part#: <input style="width: 100px;" type="text"/> Qty: <input style="width: 30px;" type="text"/> <input type="button" value="Add Part"/>												
	Validated Parts: * <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th style="width: 15%;">Part#</th> <th style="width: 40%;">Description</th> <th style="width: 10%;">Quantity</th> <th style="width: 5%;">BTC</th> <th style="width: 30%;">PrimaryFailPart</th> </tr> </thead> <tbody> <tr> <td>2634003-070</td> <td>ASM-BOX MAIN REAR BLK</td> <td style="text-align: center;">1</td> <td></td> <td style="text-align: center;">True</td> </tr> </tbody> </table>			Part#	Description	Quantity	BTC	PrimaryFailPart	2634003-070	ASM-BOX MAIN REAR BLK	1		True
Part#	Description	Quantity	BTC	PrimaryFailPart									
2634003-070	ASM-BOX MAIN REAR BLK	1		True									

(b)(6)

April 8, 2012

RE: Gary Schmidlin – 2012 Polaris RZR 900 XP

TO WHOM IT MAY CONCERN:

I, (b)(6) have been asked by (b)(6) to write a letter about the events that I witnessed with his 2012 Polaris RZR 900 XP on or about Friday, March 16, 2012 near Florence, Arizona.

We had started on a ride in the Arizona desert around 10-10:30 am on Friday, March 16, 2012. We rode a total of about 4-5 hours and about 40 miles that day. We were headed back to our campsite and entering an area known as "Box Canyon". (b)(6) and his wife, (b)(6) were in the lead, and I was following about 25 feet behind them on my 2010 Polaris Sportster 550. My husband was behind me on his 2010 Polaris Sportster 850, and another couple was behind him in another Polaris RZR. There was not too much room between each rider, just enough to keep out of any dust that might come up. At this time, we were in a rocky area so we were riding at about 10 mph.

I was looking at the scenery around us and glanced up toward the (b)(6) and something from under the right rear of their RZR caught my eye. I wasn't sure what I had seen, so I watched for a moment when I saw flames coming from that area. The flames were about a foot long going mainly out the right side below the bed immediately behind the passenger seat. I sped up and got right behind the (b)(6) and yelled "(b)(6)!! FIRE!!!" By this time, the flames were coming up through the bed of the machine right behind (b)(6) head, and were about 1½ feet long or so and growing. It was very frightening to see my friends' machine actually on fire. They stopped and jumped out of the machine and (b)(6) immediately removed the gas can that was on the left side of the cargo bed, then started removing their gear box and coolers from the cargo bed. When he took their plastic gear box out, I noticed the plastic in the right front corner (right over where the fire was) was melted and dripping from the box.

While he was removing things from the cargo bed (b)(6) told the rest of us to start throwing dirt on the fire. This was not easy since we were in a rocky area but we started with dirt. We had some of our water bottles left and started opening small water bottles and dumping it on the fire to put it out. All six of us on the ride were frantically working to put the fire out. Once the fire was out, we were skeptical as to whether the machine should be driven the approximately 15 miles back to camp. We let the machine cool down for about 20 minutes then decided to go ahead and ride back to our camp. I stayed very close behind the (b)(6) and watched under their machine for any sign of spark or fire all the way back.

(b)(6) has told me that Polaris is calling this event an "alleged fire". I would testify in Court or any other arena that there was no "alleged" to it – THAT MACHINE WAS DEFINITELY ON FIRE!!! I saw it with my own eyes, and I was very concerned about my close friends being in danger. If the situation had been different, the gas can could have been put on the right side and would have melted and poured gas on top of the flames and my friends could have died or been seriously injured!

About a week after the incident with the (b)(6) we were on another ride with a larger group who had joined us near Florence, AZ. The ride was a much more difficult one with several areas I didn't feel comfortable riding myself. Our Club rule is that if you don't feel comfortable with an area of the ride, get off your machine and someone else will ride it through for you. I wasn't aware at the time, but I was getting sick with a pretty bad cold, so I think this is why I wasn't comfortable with places that normally I would have been fine with. I finally asked (b)(6) if he would ride my Sportster and let me ride with his wife, (b)(6) in their Polaris RZR 800 S that they've had for a little over a year. We were riding for about 20 minutes when, almost simultaneously, (b)(6) and I both said that the RZR smelled very hot. The group stopped for a break shortly after that and we looked in the cargo bed of the (b)(6) RZR. (b)(6) had placed an insulating blanket over the top of the cargo box because the heat from the engine compartment always melted the ice in his cooler. When we stopped we removed his cooler and the insulating blanket and found that the heat had melted the cargo box in the identical place that the (b)(6) fire was the week before. I understand that (b)(6) machine was taken to the Polaris dealer in our area and they are going to coat the exhaust with porcelain at his expense.

(b)(6) also told me that Polaris says you are not supposed to carry things in the cargo boxes of RZRs. If this is the case, why are cargo boxes put on these machines?? We are a group of people who belong to an ATV Club who rides together frequently, and we are all very conscious of safety and having fun on our ATVs. We have numerous friends who have side-by-sides, and every one of them carry boxes with jackets, rain gear, coolers for lunch and water, and other gear that may be needed on a ride (gas cans, tow straps, tire repair gear, etc.) in the cargo boxes of their machines. Those of us who don't have side-by-sides carry our gear in boxes mounted to the racks of our machines. The thought that we are "not supposed to" carry necessary safety and comfort items on our machines is absolutely ludicrous!! If this is how Polaris advises their customers, by telling them that they shouldn't carry gear with them, then I will have to re-think being a Polaris owner!

Polaris RZRs obviously have an over-heating problem that needs to be addressed by the company. To be told by Polaris representatives that you shouldn't carry things in the cargo bed, or that you are driving too fast or slow and that's what causes overheating and fire, is unbelievable! These machines are supposed to be used for riding not only nice flat areas that you can drive 30 mph or more, but also in areas where you have to go much slower to get over "technical" areas such as large rocks, etc. My husband and I have discussed getting a side-by-side, but you can be sure that we will be looking at other machines besides Polaris after our recent experiences with our friends' machines!

I would be happy to answer any questions or concerns anyone may have for me on this issue. I am asking my husband to sign this letter along with me to show his concurrence that the things I have said here are true.

Sincerely,

(b)(6)

2012

**POLARIS**<sup>®</sup>  
The Way Out.



***RANGER***  
**RZR XP™ 900**

**Owner's Manual**  
**for Maintenance and Safety**

**⚠ WARNING**

Read, understand, and follow all of the instructions and safety precautions in this manual and on all product labels.  
Failure to follow the safety precautions could result in serious injury or death.

**⚠ WARNING**

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.



The text is printed on 100% recycled  
with 40% post-consumer waste (PCW).

# WARNING

Improper vehicle use can result in SEVERE INJURY or DEATH

**NEVER Operate:**

- without first viewing safety video and quick start guide.
- with more than one passenger.
- on hills steeper than 15 degrees.
- on public roads.
- on paved surfaces - pavement may seriously affect handling and control.
- with non-Polaris approved accessories - they may seriously affect stability.

**ALWAYS:**

- keep hands and feet inside vehicle. Use the cab nets.
- reduce speed and use extra caution when carrying a passenger.
- operate slowly in reverse - avoid sharp turns or sudden braking.
- make sure passenger reads and understands all safety labels.
- avoid branches or other hazards that could enter vehicle.



**ALWAYS USE AN APPROVED HELMET AND PROTECTIVE GEAR FOR OPERATOR AND PASSENGER. NEVER USE ON PUBLIC ROADS. NEVER USE WITH DRUGS OR ALCOHOL.**

**READ OWNER'S MANUAL. FOLLOW ALL INSTRUCTIONS AND WARNINGS.**



For your nearest Polaris dealer,  
call 1-800-POLARIS  
or visit [www.polarisindustries.com](http://www.polarisindustries.com)  
Polaris Sales Inc.  
2100 Hwy. 55  
Medina, MN 55340  
Phone 1-888-704-5290  
Part No. 9923500 Rev 01  
Printed in USA



## WELCOME

Thank you for purchasing a POLARIS vehicle, and welcome to our world-wide family of POLARIS owners. We proudly produce an exciting line of utility and recreational products.

- Snowmobiles
- All-terrain vehicles (ATVs)
- *RANGER*® utility vehicles
- Victory Motorcycles®
- Low Emission Vehicles (LEVs)

We believe POLARIS sets a standard of excellence for all utility and recreational vehicles manufactured in the world today. Many years of experience have gone into the engineering, design, and development of your POLARIS vehicle, making it the finest machine we've ever produced.

For safe and enjoyable operation of your vehicle, be sure to follow the instructions and recommendations in this owner's manual. Visit the Recreational Off-Highway Vehicle Association website ([rohva.org](http://rohva.org)) and take the free on-line training course.

Your owner's manual contains instructions for minor maintenance, but information about major repairs is outlined in the POLARIS Service Manual and should be performed only by a factory certified Master Service Dealer® (MSD) Technician.

Your POLARIS dealer knows your vehicle best and is interested in your total satisfaction. Be sure to return to your dealership for all of your service needs during, and after, the warranty period.

We also take great pride in our complete line of apparel, parts and accessories, available through our online store at [www.purepolaris.com](http://www.purepolaris.com). Have your accessories and clothing delivered right to your door!



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The original instructions for this vehicle are in English. Other languages are provided as translations of the original instructions.

Printed in U.S.A.

2012 *RANGER RZR XP 900* Owner's Manual

P/N 9923500

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## **INTRODUCTION** Exhibit 6 - Owner's Manual

The following signal words and symbols appear throughout this manual and on your vehicle. Your safety is involved when these words and symbols are used. Become familiar with their meanings before reading the manual.



The safety alert symbol indicates a potential personal injury hazard.

### **WARNING**

A **WARNING** indicates a hazardous situation which, if not avoided, may result in death or serious injury.

### **CAUTION**

A **CAUTION** indicates a hazardous situation which, if not avoided, may result in minor or moderate injury.

### **NOTICE**

A **NOTICE** indicates a situation that may result in property damage.



The Prohibition Safety Sign indicates an action **NOT** to take in order to avoid a hazard.



The Mandatory Action Sign indicates an action that **NEEDS** to be taken to avoid a hazard.

**⚠ WARNING**

Failure to heed the warnings and safety precautions contained in this manual can result in severe injury or death. Your POLARIS vehicle is not a toy and can be hazardous to operate. This vehicle handles differently than cars, trucks or other off-road vehicles. A collision or rollover can occur quickly, even during routine maneuvers like turning, or driving on hills or over obstacles, if you fail to take proper precautions.

- Read this owner's manual. Understand all safety warnings, precautions and operating procedures before operating the vehicle. Keep this manual with the vehicle.
- Visit the Recreational Off-Highway Vehicle Association website ([rohva.org](http://rohva.org)) and take the free on-line training course.
- Complete the New Operator Driving Procedures outlined on pages 52-53. Never allow a guest to operate this vehicle until the guest has completed the New Operator Driving Procedures.
- This vehicle is an ADULT VEHICLE ONLY. Operation is prohibited for anyone under 16 years of age or anyone without a valid driver's license.

**European Vibration and Noise**

The driver-perceived noise and hand/arm and whole body vibration levels of this machinery is measured per prEN 15997.

The operating conditions of the machinery during testing:

The vehicles were in like-new condition. The environment was controlled as indicated by the test procedure(s).

The uncertainty of vibration exposure measurement is dependent on many factors, including:

- Instrument and calibration uncertainty
- Variations in the machine such as wear of components
- Variation of machine operators such as experience or physique
- Ability of the worker to reproduce typical work during measurements
- Environmental factors such as ambient noise or temperature

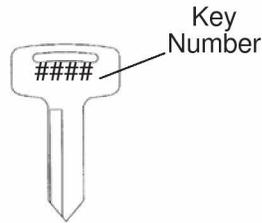
# INTRODUCTION

Exhibit 6 - Owner's Manual

## Vehicle Identification Numbers

Record your vehicle's identification numbers and key number in the spaces provided. Remove the spare key and store it in a safe place. An ignition key can be duplicated only by ordering a POLARIS key blank (using your key number) and mating it with one of your existing keys. The ignition switch must be replaced if all keys are lost.

Vehicle Identification Number



Engine Serial Number

Vehicle Model Number: \_\_\_\_\_

Vehicle Identification Number: \_\_\_\_\_

Engine Serial Number: \_\_\_\_\_

Key Number \_\_\_\_\_

## **Equipment Modifications**

Your POLARIS vehicle is designed to provide safe operation when used as directed. Modifications to your vehicle may negatively impact vehicle stability. Failure of critical machine components may result from operation with any modifications, especially those that increase speed or power. This vehicle may become less stable at speeds higher than those for which it is designed. Loss of control may occur at higher speeds.

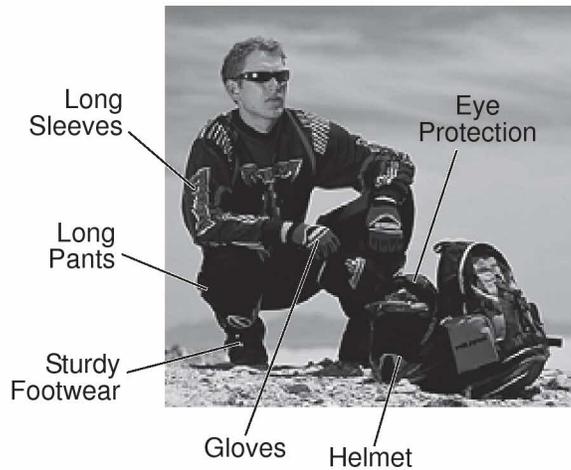
Do not install on a POLARIS vehicle any equipment that may increase the speed or power of the vehicle, or make any other modifications to the vehicle for these purposes. Any modifications to the original equipment of the vehicle create a substantial safety hazard and increase the risk of bodily injury.

The warranty on your POLARIS vehicle is terminated if any equipment has been added to the vehicle, or if any modifications have been made to the vehicle, that increase its speed or power.

The addition of certain accessories, including (but not limited to) mowers, blades, tires, sprayers, or large racks, may change the handling characteristics of the vehicle. Use only POLARIS-approved accessories, and familiarize yourself with their function and effect on the vehicle.

## Safe Riding Gear

Always wear appropriate clothing when riding a POLARIS vehicle. Wear protective clothing for comfort and to reduce the chance of injury.

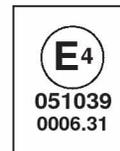


### Helmet

Wearing a helmet can prevent a severe head injury. Whenever riding this POLARIS vehicle, always wear a helmet that meets or exceeds established safety standards.

Approved helmets in the USA and Canada bear a U.S. Department of Transportation (DOT) label.

Approved helmets in Europe, Asia and Oceania bear the ECE 22.05 label. The ECE mark consists of a circle surrounding the letter E, followed by the distinguishing number of the country which has granted approval. The approval number and serial number will also be displayed on the label.



## **Safe Riding Gear**

### **Eye Protection**

Do not depend on eyeglasses or sunglasses for eye protection. Whenever riding a POLARIS vehicle, always wear shatterproof goggles or use a shatterproof helmet face shield. POLARIS recommends wearing approved Personal Protective Equipment (PPE) bearing markings such as VESC 8, V-8, Z87.1, or CE. Make sure protective eye wear is kept clean.

### **Gloves**

Wear gloves for comfort and for protection from sun, cold weather and other elements.

### **Boots**

Wear sturdy footwear. Do not ride a POLARIS vehicle with bare feet.

### **Clothing**

Wear long sleeves and long pants to protect arms and legs.

## Safety Warnings

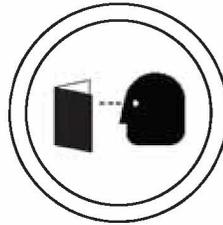
### **⚠ WARNING**

Failure to operate this vehicle properly can result in a collision, loss of control, accident or overturn, which may result in serious injury or death. Heed all safety warnings outlined in this section of the owner's manual. See the OPERATION section of the owner's manual for proper operating procedures.

### **Operating Without Instruction**

Operating this vehicle without proper instruction increases the risk of an accident. The operator must understand how to operate the vehicle properly in different situations and on different types of terrain. Take a training course and complete the New Operator Driving Procedures outlined on pages 52-53.

All operators must read and understand the owner's manual and all warning and instruction labels before operating the vehicle. Never allow a guest to operate this vehicle until the guest has completed the New Operator Driving Procedures outlined on pages 52-53.



### **Operator Restrictions/Age Restrictions**

This vehicle is an ADULT VEHICLE ONLY. Operation is prohibited for anyone under 16 years of age or anyone without a valid driver's license.

Never operate with a passenger under the age of 12. Make sure any passenger is tall enough to comfortably and safely reach the hand hold and place both feet on the floor.

### **Accessories**

Non-approved accessories may seriously affect vehicle stability. Using accessories not approved by POLARIS for use on this vehicle could cause loss of control or an accident. Never operate with accessories not approved by POLARIS for use on this vehicle.

### **Using Alcohol or Drugs**

Riding in this vehicle after consuming alcohol or drugs could adversely affect operator judgment, reaction time, balance and perception.

Never consume alcohol or drugs before or while operating or riding in this vehicle.



## SAFETY

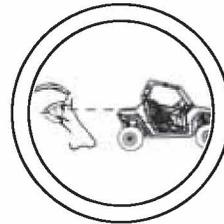
### Safety Warnings

#### Failure to Inspect Before Operating

Failure to inspect and verify that the vehicle is in safe operating condition before operating increases the risk of an accident.

Always inspect the vehicle before each use to make sure it's in safe operating condition.

Always follow the inspection and maintenance procedures and schedules described in the owner's manual.



#### Protective Apparel

Riding in this vehicle without wearing an approved helmet and protective eyewear increases the risk of a serious injuries in the event of an accident.

Operator and passenger must always wear an approved helmet that fits properly and eye protection (goggles or face shield).



#### Seat Belts

Riding in this vehicle without wearing the seat belt increases the risk of serious injury in the event of an accident or sudden stop. Riders *must* wear seat belts at all times. Seat belts reduce the severity of injury in the event of a sudden stop or accident. Always make sure the seat belts are secured for both the operator and passenger before riding.

#### Cab Nets

Riding in this vehicle without using the cab nets increases the risk of serious injury or death in the event of an accident or overturn. Always use the cab nets while riding in this vehicle.

*Always keep hands and feet inside the vehicle at all times.*

## Safety Warnings

### Carrying Multiple Passengers

Never carry a passenger until you have operated this vehicle for at least two hours and have completed the New Operator Driving Procedures outlined on pages 52-53.

A passenger must always be seated in a passenger seat with seat belt secured. Carrying more than one passenger in this vehicle can affect the operator's ability to steer and operate the controls, which increases the risk of loss of control and accident or overturn. Never carry more than one passenger in this vehicle.



### Operating With a Load on the Vehicle

The weight of both cargo and passengers impacts vehicle operation. For your safety and the safety of others, carefully consider how your vehicle is loaded and how to safely operate the vehicle. Follow the instructions in this manual for loading, tire pressure, gear selection and speed.

- **Do not exceed vehicle weight capacities.** The vehicle's maximum weight capacity is listed in the specifications section of this manual and on a label on the vehicle. When more passenger weight is added, cargo weight may need to be reduced accordingly.
- The recommended tire pressures are listed in the specifications section of this manual and on a label on the vehicle.

**Always follow these guidelines:**

Under ANY of these conditions:	Do ALL of these steps:
Passenger and/or cargo exceeds half the maximum weight capacity	1. Slow down. 2. Verify tire pressure. 3. Use extra caution when operating.
Operating in rough terrain	
Operating over obstacles	
Climbing an incline	
Towing	

## SAFETY

### Safety Warnings

#### Passengers in the Cargo Box

Carrying a passenger in the cargo box could result in a fall from the vehicle or contact with moving components. Never allow a passenger to ride in the cargo box. A passenger must always be seated in the passenger seat with seat belt secured.



#### Operating on Pavement

Operating this vehicle on paved surfaces (including sidewalks, paths, parking lots, and driveways) may seriously affect handling and control of the vehicle, and may cause the vehicle to go out of control. This vehicle's tires are designed for off-road use only, not for use on pavement.

Avoid operating the vehicle on pavement. If you must operate on a paved surface, travel slowly and do not make sudden turns or stops.

#### Operating on Public Roads

Operating this vehicle on public streets, roads or highways could result in a collision with another vehicle.

Never operate this vehicle on any public street, road or highway, including dirt and gravel roads.

In many areas it's illegal to operate vehicles of this type on public streets, roads and highways.



#### Operating at Excessive Speeds

Operating this vehicle at excessive speeds increases the operator's risk of losing control.

Always operate at a speed that's appropriate for the terrain, the visibility and operating conditions, your skills and your passenger's skills.

