



# OPERATOR'S MANUAL



**SHERP**  
2021 / 2022 PRO XT

*Do not remove this manual from this vehicle.*

# NOTE

Read this manual **before** you operate your ARGO UTV. It contains safe operating instructions and warns the user about potential hazards that can result in personal injury.

Warnings are identified in the text by the following symbol:



## WARNING

Warning text warns the user about potential hazards that can result in personal injury or death.

Cautions are identified in the text by the following symbol:



## CAUTION

Caution text contains cautions that can prevent damage to the UTV.

This manual is based on the latest product information available at the time of printing. ARGO reserves the right to make changes at any time and without obligation.

Reproduction of any part of this publication is prohibited without prior written permission.

© 2022 ARGO



## WARNING

**WARNING:** Breathing diesel engine exhaust exposes you to chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

- Always start and operate the engine in a well-ventilated area.
- If in an enclosed area, vent the exhaust to the outside.
- Do not modify or tamper with the exhaust system.
- Do not idle the engine except as necessary.

For more information go to:

**[www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)**



## WARNING

**WARNING:** This product can expose you to chemicals including lead, which is known to the State of California to cause cancer and birth defects or other reproductive harm.

For more information go to:

**[www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)**

# Introduction

ARGO welcomes you to its growing family of new product owners. This Utility Task Vehicle (UTV) has been designed with care and built by skilled workers using quality materials.

Proper setup, maintenance and safe operating practices will help you get years of satisfactory use from this UTV.

Your safety and the safety of all ARGO users is of the greatest concern to us. You will find numerous safety statements in this manual. Please read and follow them carefully. Always be safety conscious when you operate your ARGO and remember it is a motorized vehicle.

Please take the time to develop your driving skills before attempting new challenges. Observe the recommendations outlined in this Operator's Manual and remember; some things are just impossible, even with an ARGO.

***WELCOME TO THE WORLD WIDE ARGO FAMILY!***



## PREFACE

This manual describes the controls, operation and basic maintenance procedures for the ARGO Sherp Pro XT Utility Task Vehicle (UTV) from date of printing. Please take the time to read this manual carefully, for your safety and that of others. Keep this Operator's Manual with the vehicle at all times. By following these instructions, you will ensure extended, trouble free operation of your UTV.

### **FAILURE TO FOLLOW THE WARNINGS CONTAINED IN THIS MANUAL CAN LEAD TO SERIOUS INJURY OR DEATH.**

For maintenance and adjustment of the engine, refer to the manufacturer's operation and maintenance manual included in your UTV's information package.

Before you drive your ARGO UTV, make sure you understand how to use all controls. Learn how to drive your UTV in an open level area, away from buildings, trees and other obstacles, until you are completely familiar with its operating characteristics. Drive very slowly until your driving skills improve, and drive with caution and consideration at all times. Take special care during this period.  
**ALWAYS RESPECT OUR ENVIRONMENT.**

- Use common sense at all times when driving your UTV.

### **IMPORTANT**

Operate this UTV with safety constantly in mind. Off-road vehicles face unpredictable and often hazardous terrain conditions. It is ultimately the operator's responsibility to handle the UTV safely within its limitations and to decide when and where to travel.

### **FOR MORE INFORMATION ON OUR FULL PRODUCT OFFERING, VISIT OUR WEBSITE [ARGOXTV.com](http://ARGOXTV.com)**

- For a detailed description of warranty coverage for your UTV, refer to the Warranty section found in this Owner's Manual or visit our website.
- For a detailed description of the Emissions Warranty for your UTV, refer to the Emissions Warranty section of this Owner's Manual or visit our website.

***ARGO WANTS YOU TO BE SATISFIED WITH YOUR NEW UTV.  
IF YOU DO NOT UNDERSTAND ANY PART OF THIS MANUAL OR ARE NOT  
SATISFIED WITH THE SERVICE RECEIVED, PLEASE TAKE THE FOLLOWING  
ACTIONS:***

Discuss the matter with your dealership service manager. Make sure they are aware of any concerns you may have so they can assist you.

### **REPLACEMENT PARTS, ACCESSORIES and SERVICE**

- Most replacement parts and accessories are typically available from your dealer. For immediate availability and convenience, it is recommended items be ordered from an authorized dealer. Take this manual and all supplements to the dealer when ordering parts in person.
- Unapproved installation of parts or accessories can create a substantial safety hazard and increase the risk of personal injury.
- Use authorized parts only.

# TABLE OF CONTENTS

## SECTION I - Safety

|                                 |    |
|---------------------------------|----|
| Safety .....                    | 1  |
| Consumer Responsibilities ..... | 5  |
| Safety Label Locations .....    | 6  |
| Warnings .....                  | 11 |

## SECTION 2 - Specifications and Technical Characteristics

|                      |    |
|----------------------|----|
| Engine .....         | 17 |
| Specifications ..... | 17 |

## SECTION 3 - Technical Description

|                                            |    |
|--------------------------------------------|----|
| UTV Structure .....                        | 19 |
| UTV General View .....                     | 19 |
| UTV Dimensions .....                       | 20 |
| Location of Controls                       |    |
| Cabin .....                                | 21 |
| Dashboard .....                            | 21 |
| Ignition Switch .....                      | 22 |
| Display Features and Operation .....       | 23 |
| Display Set Up .....                       | 24 |
| PowerView .....                            | 25 |
| Main Menu .....                            | 25 |
| Gauge Display .....                        | 26 |
| Soft Key Commands .....                    | 26 |
| Fault Code Pop-Ups .....                   | 27 |
| How to Show/Hide Fault Codes .....         | 28 |
| Scrolling Through Multiple Messages .....  | 28 |
| User Settings .....                        | 28 |
| Ambient Light .....                        | 28 |
| Brightness .....                           | 29 |
| Units of Measurement .....                 | 29 |
| Language .....                             | 30 |
| Save .....                                 | 30 |
| Restore Defaults .....                     | 30 |
| Utilities .....                            | 31 |
| System Settings .....                      | 31 |
| Service Reminders .....                    | 32 |
| Software Updates .....                     | 32 |
| Control Panel .....                        | 33 |
| USB Type A .....                           | 33 |
| Tire Pressure Gauge .....                  | 33 |
| Battery Indicator (Main and Reserve) ..... | 33 |
| Rear and Side Lights Switch .....          | 33 |
| LED Lightbar Switch .....                  | 33 |
| Defrost Switch .....                       | 33 |

|                                                          |    |
|----------------------------------------------------------|----|
| Rear View Camera Switch.....                             | 34 |
| Reserve Battery Switch .....                             | 34 |
| Water Pump Switch .....                                  | 34 |
| Fuel Heating Switch.....                                 | 34 |
| Rear Fog Lights Switch .....                             | 34 |
| On Water Switch - Flashing Beacon.....                   | 34 |
| Engine Compartment Light Switch .....                    | 35 |
| Cabin Light Switch.....                                  | 35 |
| Cabin Heater Switch.....                                 | 35 |
| Air Conditioning Switch (if equipped).....               | 35 |
| Tire Pressure Switch .....                               | 35 |
| Windshield Wiper Switch / Windshield Washer Switch ..... | 36 |
| Parking Lights Switch .....                              | 36 |
| Hi/Lo Beam Light Switch .....                            | 36 |
| Emergency Lights / Flashers Switch .....                 | 36 |
| Turn Signal Switch.....                                  | 37 |
| Brake Light .....                                        | 37 |
| Emergency Hatch.....                                     | 37 |
| Fire Extinguisher.....                                   | 37 |
| Interior Lighting Switch .....                           | 37 |
| Glove Box.....                                           | 38 |
| Auxiliary Heating Switch.....                            | 38 |
| Repair Kit.....                                          | 38 |
| Fuses.....                                               | 39 |

## **SECTION 4 - UTV Operation**

|                                                           |    |
|-----------------------------------------------------------|----|
| Pre Operation Check and After Operation Maintenance ..... | 41 |
| Entrance to the UTV Cabin.....                            | 42 |
| Exit from the UTV Cabin.....                              | 42 |
| Emergency Exit from the Cabin.....                        | 42 |
| Front Seat Adjustment.....                                | 43 |
| General Driving.....                                      | 44 |
| Braking .....                                             | 44 |
| Shifting.....                                             | 44 |
| Fueling the UTV.....                                      | 45 |
| Engine Start.....                                         | 46 |
| Cold Weather Starting .....                               | 47 |
| Engine Stop .....                                         | 47 |
| Reverse Engine Operation .....                            | 48 |
| Adjusting Internal Tire Pressure .....                    | 48 |
| Tire Inspection During Operation.....                     | 49 |
| Tire Operation Conditions.....                            | 49 |
| General Cases of Moving UTV .....                         | 49 |
| New UTV Break-In Procedures .....                         | 50 |
| Operation in Remote Areas .....                           | 50 |
| Driving on Sandy Areas, Tillage and Snow .....            | 51 |
| Driving Uphill and Downhill.....                          | 51 |
| Driving on Waterlogged Terrain .....                      | 52 |
| Passing Water Barriers.....                               | 52 |
| Passing Water to Ice Barriers.....                        | 52 |

## **SECTION 5 - Technical Maintenance**

|                                                            |    |
|------------------------------------------------------------|----|
| Types and Frequency .....                                  | 55 |
| Measurements for Adjustments and Control .....             | 58 |
| Filling Volumes .....                                      | 59 |
| Engine Oil Level Check .....                               | 60 |
| Engine Oil Change .....                                    | 61 |
| Steering Mechanism Oil Change .....                        | 62 |
| Drive Chain (Gearbox) Oil Change .....                     | 63 |
| Transmission (Gearbox) Oil Change .....                    | 64 |
| Brake Fluid Maintenance .....                              | 65 |
| In-Line Fuel Filter Replacement .....                      | 65 |
| Pre-Fuel Filter / Water Separator Filter Replacement ..... | 66 |
| Fine Fuel Filter Replacement .....                         | 67 |
| Batteries/Washer/Hydraulic Reservoir .....                 | 68 |
| Coolant Change .....                                       | 69 |
| Coolant Refill .....                                       | 69 |
| Wheels and Tires - General Provisions .....                | 70 |
| Dismounting Wheel Assembly .....                           | 71 |
| Mounting Wheel Assembly .....                              | 71 |
| Tire Repair .....                                          | 72 |
| Tire Maintenance .....                                     | 73 |
| Wheel Lugnut Maintenance .....                             | 73 |
| UTV Towing .....                                           | 73 |
| Securing the UTV for Transportation .....                  | 73 |
| UTV Storage .....                                          | 74 |

## **SECTION 6 - Fault Codes** ..... 76

## **SECTION 7 - Ratings** ..... 86

## **SECTION 8 - Warranty**

|                             |    |
|-----------------------------|----|
| Limited Warranty .....      | 88 |
| EPA Emission Warranty ..... | 90 |

|                                               |    |
|-----------------------------------------------|----|
| Customer Information/Customer Checklist ..... | 92 |
|-----------------------------------------------|----|

|                           |                   |
|---------------------------|-------------------|
| Pre-Ride Inspection ..... | Inside Back Cover |
|---------------------------|-------------------|

## SECTION 1

### Safety

***This vehicle is not a toy and can be hazardous to operate.***

This UTV handles differently from other vehicles, including cars and motorcycles. A collision or rollover can occur quickly, even during what you think are routine operating procedures such as turning, driving on hills, and going over obstacles, if you fail to take necessary precautions.

#### AGE OF OPERATOR

***Operators must be 16 or older with a valid driver's license.***

#### ASSUMPTION OF RISK

***The owner or operator assumes all the risks related to or arising from the operation of this UTV.***

#### ATTENTION:

***ALWAYS PERFORM A PRE-RIDE INSPECTION OF THE UTV USING THE CHECKLIST PROVIDED ON THE INSIDE BACK COVER OF THIS MANUAL.***

Your UTV has been designed with many built-in safety features. However, no one should operate this UTV before carefully reading this Operator's Manual. Pay special attention to the CAUTIONS and WARNINGS contained in this manual as well as all instructions noted on the safety labels/decals.

- Forming good habits and developing driving skills is an ongoing process. Even if you are an experienced driver, take time to become familiar with the controls, handling characteristics, capabilities, size and weight of your UTV.
- Before operating this UTV, the owner and each operator must understand that this UTV is designed to be an off-road vehicle and has not been manufactured to meet specifications for use on public roads, streets, highways and thoroughfares.
- The owner, operator(s) and passenger(s) must read and understand all the instructions for proper assembly and safe operation, as well as the instructions concerning the engine and all other portions of the UTV, as described and illustrated in this manual.
- Be sure to follow the recommended maintenance schedule and service your UTV accordingly. Preventative maintenance is extremely important to the safe operation and longevity of your UTV.
- Inexperienced and first-time drivers are urged to seek instruction from a dealer or qualified instructor before and during the initial use of this UTV. It is also recommended to practice in a large open area to become familiar with the UTV's operation.
- The driver must be trained and familiarized with the operation and maintenance manual before use. An untrained driver operating this UTV can result in injury or death.
- **NEVER use handheld electronic devices while driving this UTV.**
- **Driving while distracted can result in loss of vehicle control, accident and injury.**
- Do not operate a UTV with damaged or defective parts. A damaged UTV should be evaluated, inspected and repaired by an authorized ARGO service center, and defective parts should be replaced before putting the UTV back into service.



#### WARNING

Indicates a potential hazard that could result in a serious injury or death.

# Safety

## TO AVOID SERIOUS INJURY OR DEATH:

- Never allow operation of this UTV if a person is intoxicated by alcohol or drugs.
- Operate this UTV from the driver's seat only.
- Always use the seat belt and fasten it securely.
- The operator must always use both hands to operate.
- Always position your feet on pedals, and hands on control levers.
- Ensure passengers are seated in factory-designed and supplied seating with seat belts fastened before operating.
- When there is no passenger in the UTV, the passenger-side seat belt must be securely fastened within the UTV to prevent damage to the belt or cabin during operation.
- Always ensure the UTV is equipped with fire extinguisher and first aid kit.
- Always ensure the UTV is equipped with a tool kit for emergency repairs.
- Always keep all body parts in the UTV at all times during operation.
- Do not exit a moving vehicle, as serious injury or death could occur.
- Never get out of the cabin or the passenger compartment when in motion.
- Always engage the parking brake when UTV is parked or prior to exiting the UTV.
- Wear snug-fitting clothing to avoid entanglement with moving parts.
- Long hair, loose clothes or jewelry can get caught in moving parts below and behind the seat or surrounding area. Remove or tie back anything loose that can reach below and behind the seat before operating.
- Never attempt to modify the UTV structure.
- NEVER start the engine without the operator properly seated, the restraint system properly adjusted and secured with the parking brake engaged and the UTV in neutral.
- NEVER start the engine without checking to see that the throttle control is in the idle position.
- ALWAYS use extreme caution when starting the engine.
- Do not leave this UTV unattended with the engine running.
- Safety decals must be replaced if they become unreadable or detached from the UTV.
- **NEVER operate the UTV with engine shields or guards removed.**
- Always inspect all floor panels, parts of covers and guards. They must always be secured to prevent damage by moving parts.
- Do not touch engine, exhaust pipe, shields or muffler. Surfaces on or around the engine can be extremely hot.
- Always go slowly and use extra caution when operating on unfamiliar terrain.
- Never try to move through/over an area you are not sure you will overcome. Some terrain and slopes are impossible to cross.
- Always be alert to changing terrain conditions when operating this vehicle.
- Always follow proper procedures for turning as described in this manual. Practice turning at slower speeds before attempting to turn at faster speeds. Do not attempt to turn at excessive speed.
- Always follow proper procedures for climbing hills. Check the terrain carefully before you start up any hill.
- Never operate on hills too steep for your abilities. Practice on smaller hills before attempting larger hills.
- Do not operate UTV on 35° slopes or steeper. Vehicle may overturn or damage to the engine due to oil starvation will occur. Trench crossing is possible up to 1.98 m (6.5 ft.).



## WARNING

Indicates a potential hazard that could result in a serious injury or death.

## Safety

- Always follow proper procedures when you attempt to climb or descend a hill. Never turn on a hill. Drive straight up or down inclines and not across them. If you must cross the side of a hill, drive slowly and stop or turn downhill if you feel the vehicle may overturn.
- Always follow proper procedures for going down hills and for braking on hills as described in this manual. Check the terrain carefully before you start down any hill. Never go down a hill at high speed. Avoid going down a hill at an angle. Go straight down the hill where possible.
- Never go over the top of any hill at high speed.
- Always use proper procedures if you stall or roll backward when climbing a hill. To avoid stalling, maintain a steady speed when climbing a hill. If you stall or roll backwards, follow special braking procedure found in this manual.
- Always follow proper procedures when operating over obstacles.
- Always check for obstacles before operating in a new area.
- Always be sure there are no obstacles or people behind you when you operate in reverse. When it is safe to proceed in reverse, go slowly. Avoid turning at sharp angles in reverse.
- Always follow the safety precautions and procedures described in this manual before moving through water.
- Always test your brakes after leaving water. If necessary, apply them lightly several times to let friction dry out the pads.
- Always use caution when skidding or sliding. On slippery surfaces, such as ice, go slowly and be very cautious in order to reduce the chance of skidding or sliding out of control.
- Always use the size and type tires specified in this manual. Always maintain proper tire pressure as described in this manual.
- Never improperly install or improperly use accessories on this vehicle.
- Never overload the UTV.
- Never exceed the stated load capacity for this vehicle. Cargo should be properly distributed and securely attached.
- The front bumper and brush guard are not designed as push bars. Do not attempt to push other vehicles or implements, or damage may result.
- Do not pull a trailer or implement exceeding the specified towing capacity, or loss of control may result.
- Do not attach an implement, trailer or other device to the hitch that will exceed specified tongue weight.
- Follow all towing instructions in this manual when transporting the UTV behind another vehicle.
- Do not use this UTV as an anchor device.
- Beware: Tow ropes, cables and chains can break when pulling another vehicle or object, causing serious injury or death to anyone in line with the whipping action created when they break. Never jerk when pulling; always ease into a pull gently. Always stay clear of the tow line.
- Never allow the UTV to coast or free-wheel in neutral, loss of control may result.
- Assembly, maintenance and/or repair of this UTV should only be performed by authorized ARGO dealers or authorized engine centers (for engine repairs) to avoid unsafe conditions or modifications.
- NEVER adjust, repair or clean the UTV while in motion or with the engine running.



### WARNING

Indicates a potential hazard that could result in a serious injury or death.

## Safety

- Prevailing torque-type lock nuts must be replaced with new ones after the old lock nuts have been removed. (Refer to Parts Manual for part number).
- NEVER fill the fuel tank while the engine is running or hot.
- Always use an original fuel cap or OEM (Original Equipment Manufacturer) replacement.
- NEVER fill the fuel tank while the UTV is inside a building.
- Exhaust fumes are toxic.  
NEVER operate this UTV indoors or in an enclosed area without adequate ventilation.
- DO NOT disconnect the negative battery cable with the engine running.  
This may damage the Electronic Control Unit (ECU).
- Battery fumes are explosive. A spark will ignite battery fumes. Wear a face shield when charging or jumping a battery. Follow all battery safety rules outlined in this manual.
- Avoid battery acid spills. Do not get battery acid on eyes, face or other body parts. Flush eyes and other body parts immediately with water for at least 15 minutes if exposed to battery acid.
- This UTV is equipped with a low-pressure Oil Indicator Light located on the dash panel. This light will come on when the key is turned to the “on” position and go off after the engine is started. While operating the UTV, if the oil light becomes illuminated, immediately turn the key to the “off” position to stop the engine.
- Engine must be allowed to cool before storage in any enclosure.
- UTV must be stored where diesel fuel fumes will not reach an open flame, spark or other source of ignition.
- For long-term storage, the fuel tank should be filled to capacity with diesel.
- NEVER store the UTV in close proximity to appliances, such as hot-water heaters or furnaces.



### WARNING

Indicates a potential hazard that could result in a serious injury or death.

## Consumer Responsibility

- Prior to each use, the operator shall perform the pre-operation checks specified by the manufacturer and further verify the following:
  - Smooth throttle operation and positive return of the throttle linkage to a closed throttle position when released.
  - Steering mechanism(s) is adjusted and operates smoothly.
  - Engine stop switch or key switch is properly functioning.
  - All guards, covers and shields originally supplied by the manufacturer are in proper place and in serviceable condition.
  - Engine idle speed is below the point of clutch or torque-converter engagement.
  - Fuel tank is in good condition.
  - Proper fuel cap is fastened securely.
  - Braking system is functioning properly.
  - All safety labels are in place, legible and understood.
  - Tires are in good condition and have sufficient tread remaining.
  - All fasteners are in place and tightened securely.
- UTV engine shall not be started unless the operator is seated and restrained in the proper position for UTV operation and the parking brake is fully engaged and locked.
- UTV operators and passengers must adhere to all manufacturer's recommendations and instructions.
- UTV operators and passengers must comply with all laws and ordinances relating to the operation of this vehicle.
- UTV components must be maintained and repaired in accordance with the manufacturer's specifications, and the operator should utilize only the manufacturer's authorized replacement parts, with installation performed by authorized dealers.
- Strictly following maintenance and operation rules is your best protection against accident and injury. Please read this Section thoroughly and understand its requirements before operating.
- The UTV is equipped with an internal combustion engine which produces heat and exhaust gases. Any exhaust gases can cause sickness or death, therefore, always stop the engine before you start daily or scheduled maintenance, before refueling, greasing, repairing or cleaning.
- Do not open the coolant expansion tank plug when engine is running or when engine is hot. Allow engine to cool before opening. Otherwise, hot coolant can spill over from the tank.
- Fully relieve pressure in the fuel system, lubrication and cooling systems before removing or disconnecting any pipes, fittings or components connected to them.
- Be conscious about the environmental and ecological protection. Before draining any fluids, determine the correct disposal method. Follow environmental regulations during disposal of motor oil, fuel, coolant, hydraulic fluid, filters and batteries.
- Before you start to operate, the UTV should be fully equipped and operational.



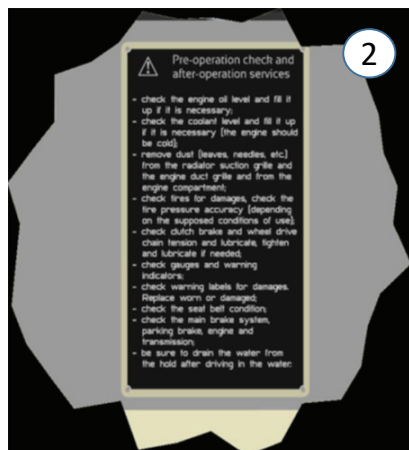
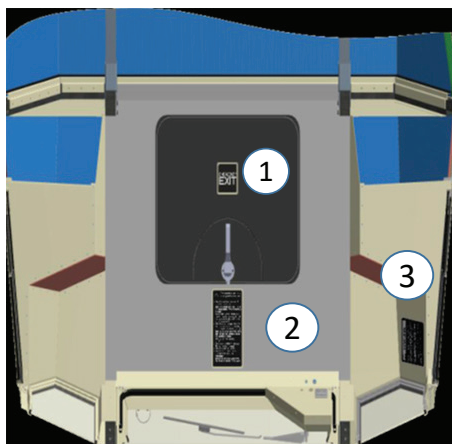
### WARNING

When driving this UTV, always remember safety. Accidents often occur on unknown and dangerous areas. The driver is fully responsible for passengers, cargo and overall safety, as well as for route selection.

## SAFETY LABEL LOCATIONS

IT IS VERY IMPORTANT TO READ, UNDERSTAND AND FOLLOW ALL INSTRUCTIONS, CAUTIONS AND WARNINGS LOCATED ON THE DECALS ON YOUR UTV

The following section has been prepared to instruct you in the safe and responsible operation of your UTV. Read and abide by all safety alert information about this UTV. If you do not understand any part of this section, contact your local dealer for additional information and clarification. As the operator of this UTV, you are in complete control. Only you can prevent an accident from happening.

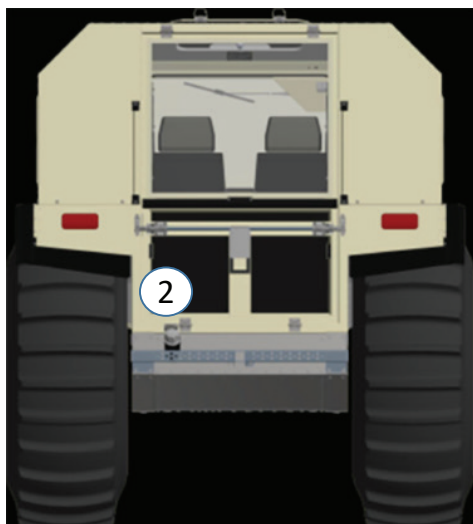
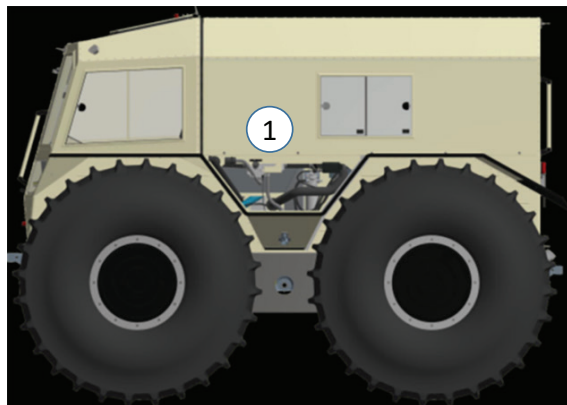


**WARNING**

Indicates a potential hazard that could result in a serious injury or death.

## SAFETY LABEL LOCATIONS

IT IS VERY IMPORTANT TO READ, UNDERSTAND AND FOLLOW ALL INSTRUCTIONS, CAUTIONS AND WARNINGS LOCATED ON THE DECALS ON YOUR UTV

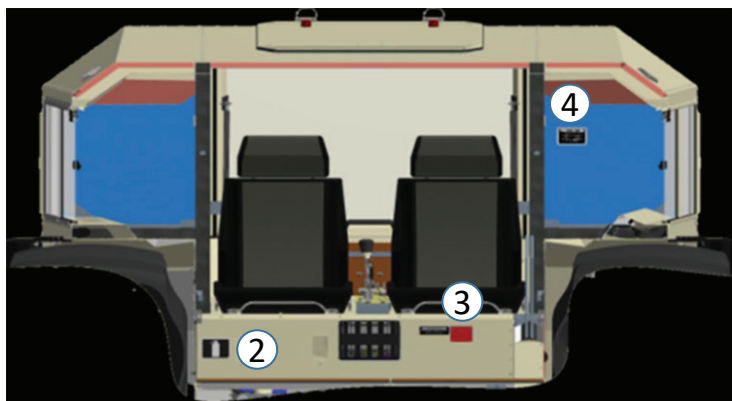
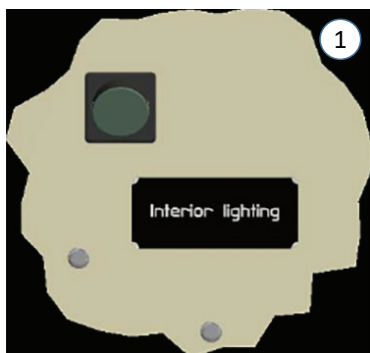
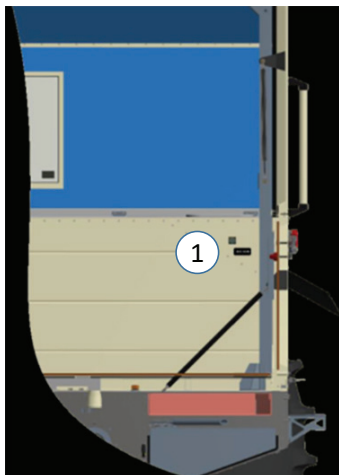


### **WARNING**

Indicates a potential hazard that could result in a serious injury or death.

## SAFETY LABEL LOCATIONS

IT IS VERY IMPORTANT TO READ, UNDERSTAND AND FOLLOW ALL INSTRUCTIONS, CAUTIONS AND WARNINGS LOCATED ON THE DECALS ON YOUR UTV

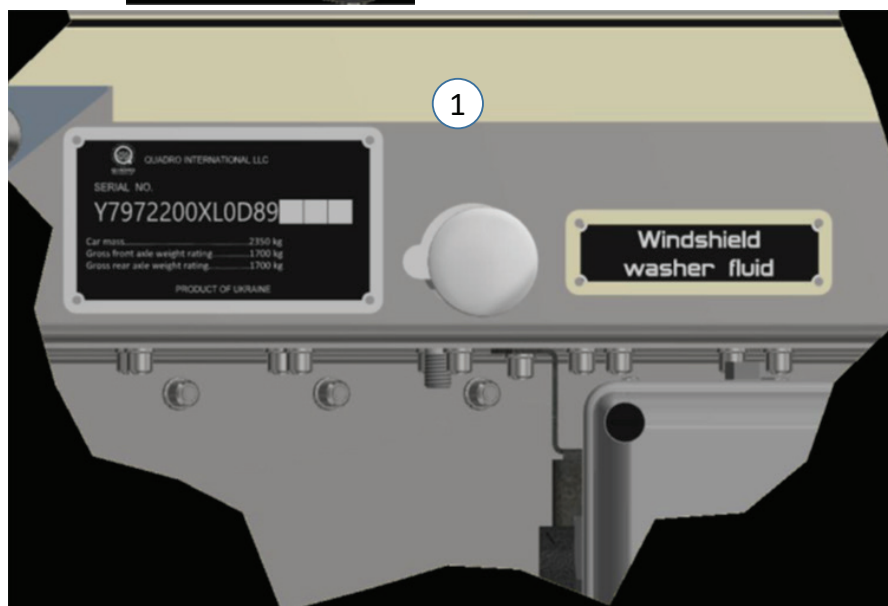
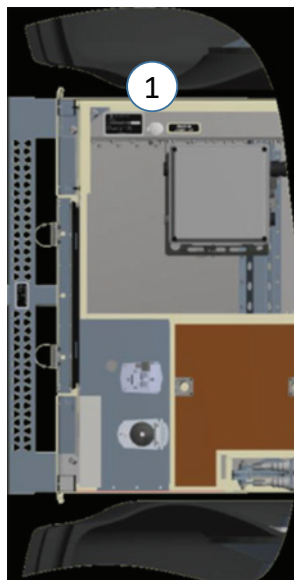


**WARNING**

Indicates a potential hazard that could result in a serious injury or death.

## SAFETY LABEL LOCATIONS

IT IS VERY IMPORTANT TO READ, UNDERSTAND AND FOLLOW ALL INSTRUCTIONS, CAUTIONS AND WARNINGS LOCATED ON THE DECALS ON YOUR UTV

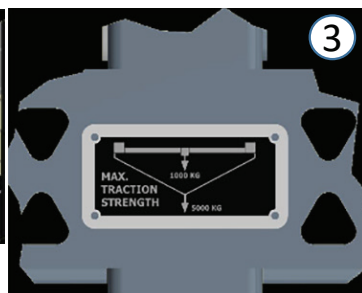
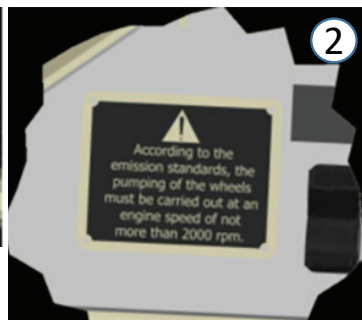
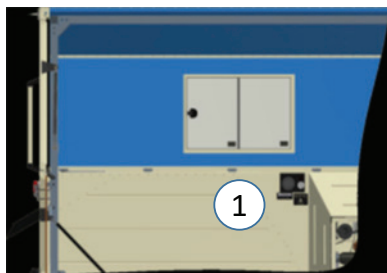


### **WARNING**

Indicates a potential hazard that could result in a serious injury or death.

## SAFETY LABEL LOCATIONS

IT IS VERY IMPORTANT TO READ, UNDERSTAND AND FOLLOW ALL INSTRUCTIONS, CAUTIONS AND WARNINGS LOCATED ON THE DECALS ON YOUR UTV



**WARNING**

Indicates a potential hazard that could result in a serious injury or death.

## Warnings

### **POTENTIAL HAZARD**

Operating this vehicle without proper instruction.

### **WHAT CAN HAPPEN**

The risk of an accident is greatly increased if the operator does not know how to operate this vehicle properly in different situations and on different types of terrain.

### **HOW TO AVOID THE HAZARD**

All operators of this vehicle must read and understand this Operator's Manual and all warning and instruction labels prior to operating this vehicle.

### **POTENTIAL HAZARD**

Allowing anyone under age 16 to operate this vehicle.

### **WHAT CAN HAPPEN**

Use of this vehicle by children can lead to serious injury or death of the child. Children under the age of 16 may not have the skills, abilities, or judgment needed to operate this vehicle safely and may be involved in a serious accident.

### **HOW TO AVOID THE HAZARD**

Operators 16 years of age or older with a valid driver's license and proper training should operate this vehicle.

### **POTENTIAL HAZARD**

Operating this vehicle on public streets, roads, or highways.

### **WHAT CAN HAPPEN**

You can collide with another vehicle.

### **HOW TO AVOID THE HAZARD**

Never operate this vehicle on any public street, road, or highway. In many states it is illegal to operate a vehicle of this type on public streets, roads, or highways. Always check state and local laws and regulations.

### **POTENTIAL HAZARD**

Allowing passengers to sit in cargo area without being seated in factory designed and supplied seating with seat belt fastened.

### **WHAT CAN HAPPEN**

Serious injury or death. This vehicle is designed to carry passengers in the designed and supplied seating only in the cargo area. Passengers in the cargo area can be thrown around or from the UTV during operation if not properly seated with seat belts securely fastened.

### **HOW TO AVOID THE HAZARD**

Do not permit passengers to ride in the cargo area without factory designed and supplied seating and seat belts securely fastened.

### **POTENTIAL HAZARD**

Operating this UTV after or while consuming alcohol or drugs.

### **WHAT CAN HAPPEN**

Can seriously affect your judgment.  
Can cause you to be slow to react.  
Can affect your balance and perception.  
Can result in an accident.

### **HOW TO AVOID THE HAZARD**

Never consume alcohol or drugs before or while operating this UTV.



## **WARNING**

Indicates a potential hazard that could result in a serious injury or death.

## Warnings

### **POTENTIAL HAZARD**

Operating or riding in the UTV without wearing a properly secured seat belt.

### **WHAT CAN HAPPEN**

Serious injury or death. Occupants can strike objects in the passenger compartment, fall out of the UTV during operation, or be crushed or otherwise injured in the event of an accident.

### **HOW TO AVOID THE HAZARD**

ALWAYS WEAR YOUR SEATBELT and require others to wear their seat belts.

### **POTENTIAL HAZARD**

Failing to keep all body parts inside the compartment during operation.

### **WHAT CAN HAPPEN**

Serious injury or death. Occupants can strike objects outside of the UTV or be crushed or otherwise injured in the event of an accident.

### **HOW TO AVOID THE HAZARD**

Do not place your head, arms, hands, legs, or feet outside of the UTV during operation. Stay seated with the seat belt fastened and properly secured.

### **POTENTIAL HAZARD**

Operating this UTV at excessive speeds.

### **WHAT CAN HAPPEN**

Increases the chance of losing control of the UTV, which can result in an accident.

### **HOW TO AVOID THE HAZARD**

Always operate at a speed that is proper for the terrain, visibility, load and operating conditions.

### **POTENTIAL HAZARD**

Attempting stunts.

### **WHAT CAN HAPPEN**

Increases the chance of losing control of the UTV, which can result in an accident.

### **HOW TO AVOID THE HAZARD**

Never attempt stunts. Don't try to show off.

### **POTENTIAL HAZARD**

Failure to inspect the UTV before operation.

Failure to properly maintain the UTV.

### **WHAT CAN HAPPEN**

Increases the possibility of an accident or equipment damage.

### **HOW TO AVOID THE HAZARD**

Always inspect the UTV every time you use it. Ensure it is in safe operating condition.

Always follow the inspection and maintenance procedures and schedules described in this Operator's Manual.



## **WARNING**

Indicates a potential hazard that could result in a serious injury or death.

## Warnings

### **POTENTIAL HAZARD**

Failure to use caution when operating this UTV on unfamiliar terrain.

### **WHAT CAN HAPPEN**

You may encounter hidden rocks, bumps, or holes without enough time to react, which could result in the vehicle going out of control.

### **HOW TO AVOID THE HAZARD**

Use caution when operating on unfamiliar terrain. Always be alert to changing terrain conditions.

### **POTENTIAL HAZARD**

Failure to use caution when operating this UTV on rough, slippery, or loose terrain.

### **WHAT CAN HAPPEN**

You may lose traction or control, which could result in an accident.

### **HOW TO AVOID THE HAZARD**

Do not operate this UTV on rough, slippery, or loose terrain until you have learned and practiced the skills necessary to control this UTV on such terrain.

### **POTENTIAL HAZARD**

Failure to use caution in turns; turning too sharp or aggressive.

### **WHAT CAN HAPPEN**

You may lose control, which could result in an accident.

### **HOW TO AVOID THE HAZARD**

Always follow proper procedure for turning. Practice turning at slower speeds before attempting to turn at faster speeds. Do not attempt to turn at excessive speeds or too sharp for the conditions and for your experience level.

### **POTENTIAL HAZARD**

Operating on steep hills.

### **WHAT CAN HAPPEN**

This UTV can overturn more easily on steep hills than on level surfaces.

### **HOW TO AVOID THE HAZARD**

Never operate this UTV on hills too steep for the vehicle or for your abilities. Practice on smaller hills before attempting larger hills.

### **POTENTIAL HAZARD**

Going down a hill improperly.

### **WHAT CAN HAPPEN**

You may lose control, which could result in an accident.

### **HOW TO AVOID THE HAZARD**

Always follow proper procedures for going down hills.  
Always check the terrain carefully before you start down any hill.  
Never go down a hill at high speeds.  
Avoid going down a hill at an angle that would cause the vehicle to lean sharply to one side. Go straight down the hill where possible.



## **WARNING**

Indicates a potential hazard that could result in a serious injury or death.

## Warnings

### **POTENTIAL HAZARD**

Climbing hills improperly.

### **WHAT CAN HAPPEN**

You may lose control, which could result in an accident.

### **HOW TO AVOID THE HAZARD**

Always follow proper procedures for climbing hills.

Always check the terrain carefully before you start up any hill.

Never climb hills with slippery or loose surfaces.

Never accelerate suddenly or make sudden gear changes. The UTV may flip over backwards.

Never go over the top of any hill at high speeds. An obstacle, sharp drop, or another vehicle or person may be on the other side.

## **Never Operate Up or Down Hills Steeper than 35°**

Do not operate UTV on 35° slopes or steeper. Vehicle may overturn or damage to the engine due to oil starvation will occur.

### **POTENTIAL HAZARD**

Crossing hills or turning on hills.

### **WHAT CAN HAPPEN**

You may lose control, which could result in an accident.

### **HOW TO AVOID THE HAZARD**

Never attempt to turn the UTV around on any hill. If you must cross the side of a hill, use caution and stop or turn downhill if you feel the UTV may tip.

### **POTENTIAL HAZARD**

Stalling, rolling backwards while climbing a hill.

### **WHAT CAN HAPPEN**

You may lose control, which could result in an accident.

### **HOW TO AVOID THE HAZARD**

Use proper gear and maintain steady speed when climbing a hill.

If you lose all forward momentum:

Apply the brakes. Place the transmission in neutral and engage the parking brake after you are stopped.

If you begin rolling backwards:

Apply the brakes while rolling backwards. When fully stopped, with brakes applied, shift the transmission into neutral and engage the parking brake.



## **WARNING**

Indicates a potential hazard that could result in a serious injury or death.

## Warnings

### **POTENTIAL HAZARD**

Improperly operating in reverse.

### **WHAT CAN HAPPEN**

You may contact an obstacle or person behind you, resulting in serious injury or death.

### **HOW TO AVOID THE HAZARD**

Before you engage the reverse gear, make sure there are no obstacles or people behind you. When it is safe to proceed, go slow.

### **POTENTIAL HAZARD**

Improperly operating over obstacles.

### **WHAT CAN HAPPEN**

You may lose control, which could result in an accident.

### **HOW TO AVOID THE HAZARD**

Before operating on unfamiliar terrain, check for obstacles.  
Never attempt to operate over large obstacles, such as large rocks or fallen trees. When going over obstacles, always follow proper procedures.

### **POTENTIAL HAZARD**

Skidding or sliding.

### **WHAT CAN HAPPEN**

You may lose control, which could result in an accident.

### **HOW TO AVOID THE HAZARD**

Learn to safely control skidding or sliding by practicing at slow speeds on level, smooth terrain.  
On extremely slippery surfaces, such as ice or snow, go slow and use caution.

### **POTENTIAL HAZARD**

Operating the UTV with improper tires or improper or uneven tire pressure.

### **WHAT CAN HAPPEN**

You may lose control, which could result in an accident.

### **HOW TO AVOID THE HAZARD**

Always use the size and type of tires specified in this Operator's Manual.  
Always maintain proper tire pressure for the terrain you are operating on.



## **WARNING**

Indicates a potential hazard that could result in a serious injury or death.

## Warnings

### **POTENTIAL HAZARD**

Overloading the UTV.

### **WHAT CAN HAPPEN**

You may lose control, which could result in an accident.

### **HOW TO AVOID THE HAZARD**

Never exceed the stated load capacity for this UTV.

Cargo should be properly distributed and securely attached.

Reduce speed when carrying cargo. Allow greater distance for braking.

### **POTENTIAL HAZARD**

Operating the UTV in deep or fast flowing water.

### **WHAT CAN HAPPEN**

Tires may float, causing loss of traction and loss of control, which could result in an accident.

### **HOW TO AVOID THE HAZARD**

Use extreme caution when operating this UTV in water.

Remember that wet brakes may have reduced stopping capability.

Test the brakes after exiting the water. If necessary, apply the brakes several times to dry out the brake pads.

### **POTENTIAL HAZARD**

Operating this UTV with improper modifications.

### **WHAT CAN HAPPEN**

Improper installation and improper use of accessories or modification of the UTV may cause changes in operation which, in some situations, may lead to an accident.

### **HOW TO AVOID THE HAZARD**

Never modify this UTV through improper installation or improper use of accessories.

All parts and accessories added to this UTV should be components designed for use on this UTV and should be installed and used according to instructions.



## **WARNING**

Indicates a potential hazard that could result in a serious injury or death.

## SECTION 2

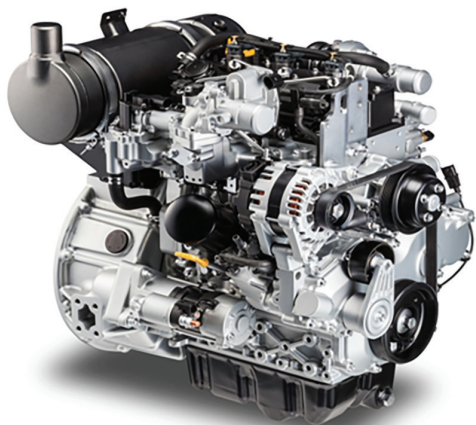
### Specifications and Technical Characteristics

#### Engine

The ARGO Pro XT engine provides advanced performance in its class with the most demanding environmentally-conscious technologies. The diesel engine provides fuel efficiency with a low level of noise and vibration. The engines are adapted for work in any climate, which makes it possible to operate the UTV in most all conditions.

#### Model: Doosan D18

High Pressure Common Rail Fuel Injection Full ECM



#### SPECIFICATIONS / TECHNICAL CHARACTERISTICS

|                                        |                                                         |
|----------------------------------------|---------------------------------------------------------|
| Engine model                           | Doosan D18                                              |
| Fuel type                              | Diesel                                                  |
| Engine DOC (Diesel Oxidation Catalyst) | DOC+DPF/DOC only                                        |
| Engine displacement                    | Turbo Charged 1.8 L (61 cu in)                          |
| Cylinder count                         | 3                                                       |
| Engine Oil                             | 10W30 (API CK-4 / ACEA E6) - 6.6 qt (6.3 L)             |
| Alternator performance                 | 12V - 140 A                                             |
| Battery                                | 12V - Group 91<br>74 Ah / 750 CCA (recommended minimum) |
| Length (Overall)                       | 157 in (4002 mm)                                        |
| Width (Overall)                        | 105 in (2674 mm)                                        |
| Height (Overall)                       | 118 in (3021 mm)                                        |
| Ground clearance                       | 26 in (680 mm)                                          |
| Wheelbase                              | 86 in (2184 mm)                                         |
| Dry Weight                             | 5291 lbs (2400 kg)                                      |
| Gross Vehicle Weight Rating (GVWR)     | 7396 lbs (3600 kg)                                      |
| Load capacity (includes tongue weight) | up to 2645 lbs (1200 kg)                                |

## SPECIFICATIONS / TECHNICAL CHARACTERISTICS

|                                       |                                                                      |
|---------------------------------------|----------------------------------------------------------------------|
| Maximum Towing capacity               | 5180 lbs (2350 kg)                                                   |
| Maximum Tongue Weight                 | 330 lbs (150 kg)                                                     |
| Brakes                                | Dual disc brakes                                                     |
| Parking brake system                  | Mechanical handbrake                                                 |
| Steering                              | Skid steering                                                        |
| Tire size                             | 1800x600x25 (71x23x25in)                                             |
| Type of tires                         | Tube less, extra-low pressure                                        |
| Suspension                            | Adjustable pneumatic circulating tires                               |
| Tire Pressure                         | Adjustable by exhaust gas -<br>.42 - 2.8 psi (22 - 145 mm Hg)        |
| Body type                             | Aluminum hardtop                                                     |
| Body Material                         | Steel (frame and bottom, hot dipped galvanized) and aluminum (cabin) |
| Incline / Climb / Descend             | 35 degrees                                                           |
| Side hill                             | 30 degrees                                                           |
| Fuel tank volume                      | 25 gal (95 L) - 177 lb (81 kg)                                       |
| Capacity of additional fuel canisters | 4 x 15.3 gal (4 x 58 L) - (4 x 108 lb (4 x 49 kg)                    |
| Gearbox                               | 6 gear, mechanical                                                   |
| Final drive                           | Enclosed oil bath                                                    |
| Minimum crawl speed (in the low gear) | 1.2 Mph (2 km/h)                                                     |
| Water speed                           | 4 Mph (6 km/h)                                                       |
| Grease points                         | a. Wheel hubs                                                        |
| Aerosol (liquid) lubrication          | a. Steering chains<br>b. All door joint connections                  |
| Maintenance interval                  | 250 hours (first 50 hours)                                           |

## SPECIFICATIONS / LOADING CAPACITIES



### WARNING

DO NOT OVERLOAD THE VEHICLE. SERIOUS INJURY OR DEATH MAY RESULT.



### WARNING

#### MAXIMUM LOAD CAPACITY

|                          |          |           |
|--------------------------|----------|-----------|
| LAND NAVIGATION:         | 2645 LBS | (1200 KG) |
| WATER NAVIGATION:        | 1600 LBS | (725 KG)  |
| WATER TO ICE NAVIGATION: | 882 LBS  | (400 KG)  |



### CAUTION

Maximum load capacities are additional payloads above and beyond the vehicle with a full main tank of fuel.

Maximum load capacities would include all occupants, cargo, wheel canister fuel, accessories, or any additional equipment on board the vehicle.

**NOTE:** Refer to **SECTION 4 - UTV OPERATION** for more information.

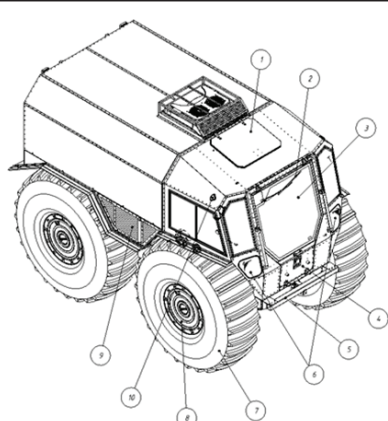
## SECTION 3

### Technical Description

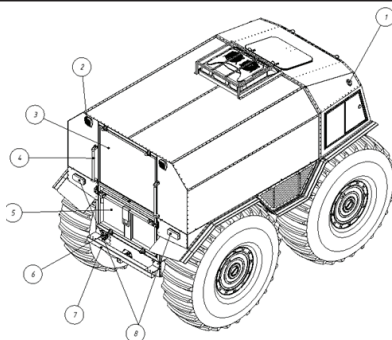
#### UTV Structure

All models of ARGO vehicles generally consist of the following main components: power train, transmission, control system, electrical equipment and bodywork. The cabin includes the driver's and passenger's seat, seat belts, inner lining with sound and heat-insulating materials, the front windshield and side (all open) glass, dashboard, front door serving as a support during entering and exiting the cabin, foot and hand controls.

#### UTV - General View



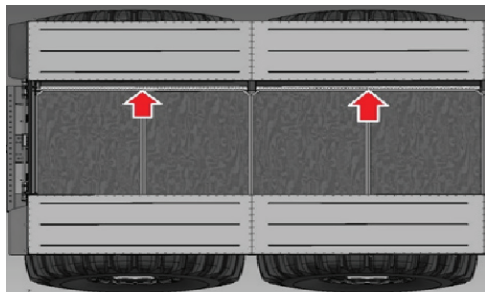
1. Emergency hatch
2. Windshield wiper
3. Windshield
4. Cab entry/exit door
5. Front bumper
6. Running lights
7. Wheels
8. Wheel fuel storage (Diesel)
9. Radiator guard, screen
10. Flashing beacons front



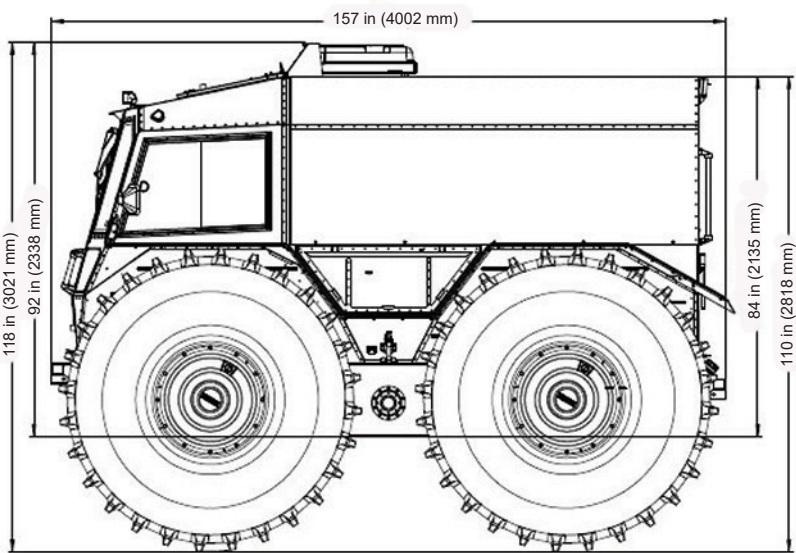
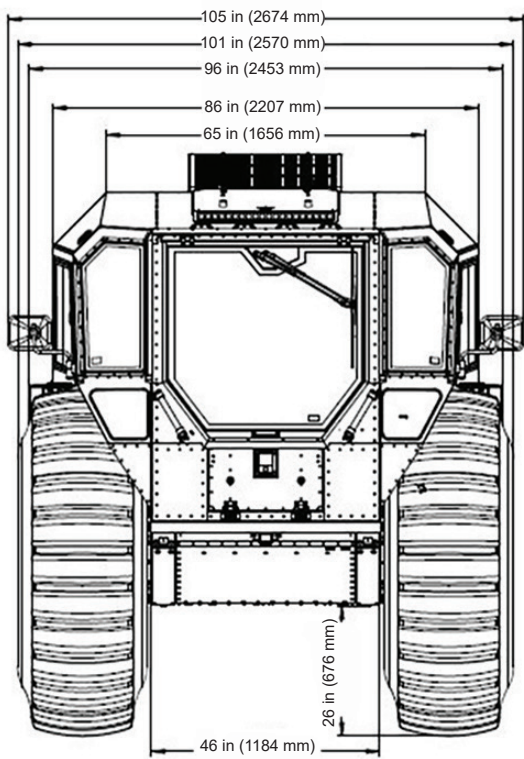
1. Flashing beacons front
2. Flashing beacons rear
3. Flip up window
4. Handle
5. Tailgate
6. Fuel fill (Diesel)
7. Rear bumper
8. Rear light combination

#### Cargo/Shipping

There is a load-securing rail on both sides of the cargo and passenger module.



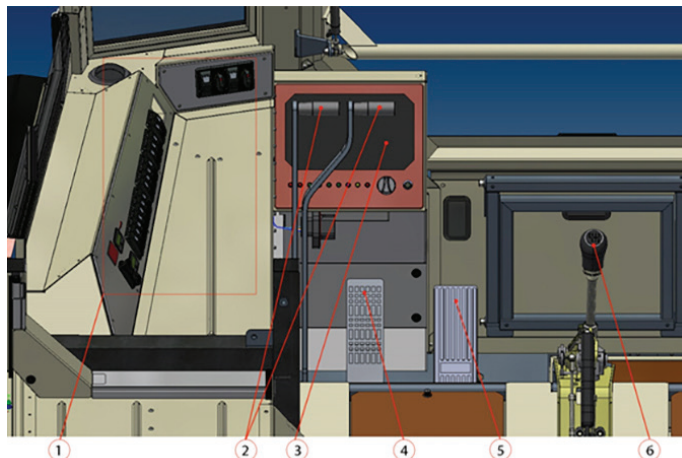
UTV - Dimension



## Location of Controls and Cabin Devices

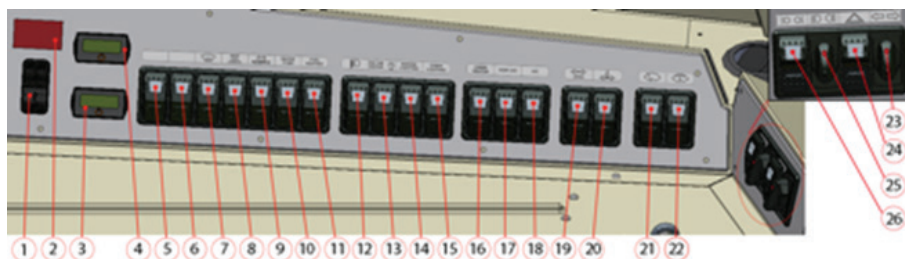
Before operating this vehicle, become familiar with all control locations and their purposes.

### Cabin



- |                 |                      |
|-----------------|----------------------|
| 1. Switch panel | 4. Clutch pedal      |
| 2. Steering     | 5. Accelerator Pedal |
| 3. Display      | 6. Gearshift lever   |

### Dashboard



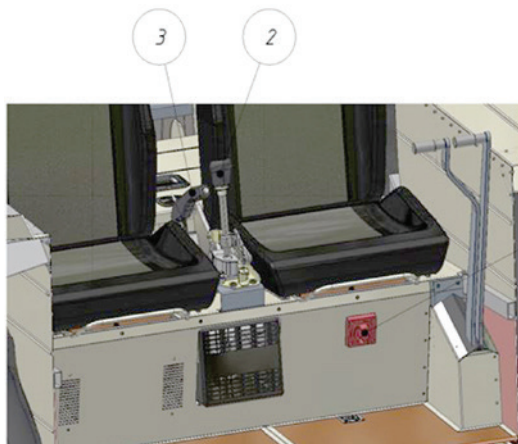
- |                                          |                                 |
|------------------------------------------|---------------------------------|
| 1. USB type A (x2)                       | 14. Engine compartment lighting |
| 2. Tire pressure gauge                   | 15. Cabin lighting              |
| 3. Battery indicator (Main)              | 16. Cabin heater                |
| 4. Battery indicator (Backup)            | 17. A/C fan (if equipped)       |
| 5. Rear and side light                   | 18. A/C (if equipped)           |
| 6. LED light bar                         | 19. Tire deflate/inflate        |
| 7. Defrost                               | 20. Tire inflate                |
| 8. Rear view camera                      | 21. Windshield Wiper            |
| 9. Backup (reserve) battery              | 22. Windshield Washer           |
| 10. Water pump (bilge)                   | 23. Turn signal (left/right)    |
| 11. Fuel heating                         | 24. Emergency lights (Flashers) |
| 12. Rear fog lights                      | 25. HI/LO beam                  |
| 13. On Water (Water navigation lighting) | 26. Parking lights              |

## Location of Controls and Cabin Devices



### Display Indicator Lights (1-9):

1. Tire isolating valve
2. Exhaust gas isolating valve
3. Air conditioning fan 1 speed (if equipped)
4. Air conditioning fan 2 speed (if equipped)
5. Air conditioning fan 3 speed (if equipped)
6. High beam
7. Turns/Emergency
8. Hand brake/low brake fluid
9. Alternator (low battery voltage)
10. Ignition switch
11. Horn

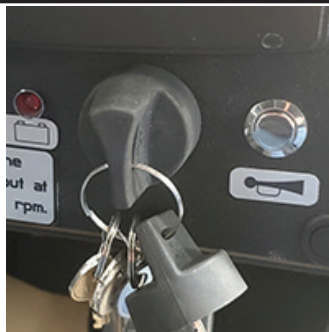


1. Battery disconnect switch
2. Gear shift lever
3. Parking brake lever

## Ignition Switch

Ignition switch has three positions:

- Switched off.
- Ignition, fuel pump, engine glow plugs and control devices are switched on.
- Momentary starter switch.





### Function Keys

The function keys correspond to the soft key commands and allow selections to be made accordingly.

### MENU Key

Pressing the MENU key at any time will display the list of menu options.

### ENTER Key

Pressing the ENTER key will select the option displayed much like the ENTER key on a keyboard. The ENTER key also brings up the soft keys. Pressing once will display the left and right arrows. Pressing twice will display all the soft keys. Press three times to hide all the soft keys.

### Soft Key Commands

Columns of vertical commands may be located to the left and/or right of the display. Commands will change according to the options available for the screen being displayed.

### Flat Screen Display

A color screen will display gauges, soft key commands, fault messages, as well as menu options for setup and configuration.

## Display Set Up

The guidelines below are intended for display set up for the first time. Once configuration is set up, there is no need to revisit or change any of the settings.

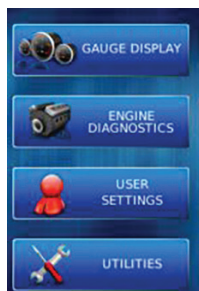
NOTE: If you require assistance, contact your Dealer.



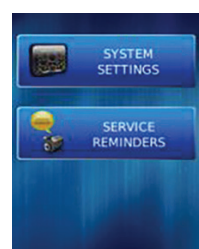
### WARNING

Ensure the UTV is parked, shift lever in the neutral position with parking brake engaged before making any adjustments or changes to the display.

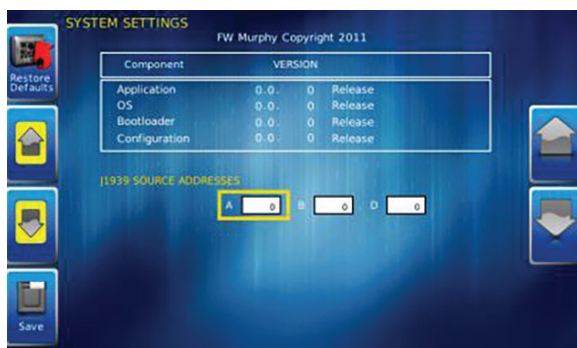
1. Turn the Battery Disconnect switch to the "ON" position.
2. Turn the Ignition switch to the "ON" position.
3. At the main menu, press the soft key to the left of UTILITIES.



4. The UTILITIES sub-menu will be displayed.



5. From the UTILITIES sub-menu, select SYSTEM SETTINGS. The following screen is displayed.



6. With the cursor highlighting the J1939 source addresses, use the LEFT soft keys to scroll through the ports and the RIGHT soft keys to change the address. Press the SAVE key to save selected changes or the RESTORE DEFAULTS key to return to the default settings.

## Display - PowerView

The PowerView display is most frequently installed with power connected to the ignition. When the ignition is turned on, the PowerView displays powers up and the engine health statistics can be viewed with preset gauges.



To view more gauge screens, press the **ENTER** key.

## Display - Main Menu

The main menu can be activated at any time by pressing the **Menu** key on the display.



The following features can be accessed through the main menu:

**Gauge Display** - provides a series of screens that display engine and auxiliary information in a variety of formats.

**Engine Diagnostics** - displays a list of engine fault codes and descriptions.

**User Settings** - allows user to customize the display options for ambient light and brightness, set US or metric units, language, specify the HOME screen and screen setup status.

**Utilities** - allows configuration of the plug address. Also displays software version information at the top of the page.

## Display - Gauge Display

The Gauge Display screen consists of several predefined layouts that contain combinations of analog gauges, straight bar gauges, or digital (text) readouts. These screens are displayed at startup.

To scroll through the various gauge screens, press the **PREV** and **NEXT** soft keys. This can be repeated until all screens have been viewed. The currently displayed screen will stay active until another key is pressed.

## Display - Soft Key Commands

When a Gauge Display screen is active, pressing the **ENTER** key will display soft key commands, as shown below. Continuing to press **ENTER** will toggle through any additional soft keys, and will eventually remove the soft key commands from the screen.



Soft Key commands provide quick navigation and access to the following features:

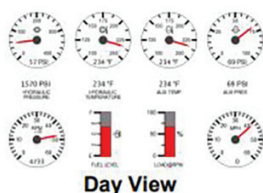
- Home
- Day / Night
- Prev
- Next

**HOME** - This one-touch navigation feature allows a pre-defined Home screen to be accessed from the available Gauge Display screens. Once selected, the Home screen will be displayed anytime the **HOME** key is pressed.

**NOTE:** For settings on how to set up the Home screen, refer to **USER SETTINGS** section.

**Day / Night** - Allows user to toggle the display screen between Day View and Night View.

**NOTE:** This feature can also be changed in **USER SETTINGS**.



## Display - Soft Key Commands

**Video** - When enabled, displays either full screen video or partial video within a window on the gauge display.

**NOTE:** For instructions on how to enable full or partial screen video, refer to **USER SETTINGS** section.

**Previous and Next keys** - allow user to scroll through and display various gauge screens.

**NOTE:** For instructions on how to turn screens ON or OFF, refer to **USER SETTINGS** section.

## Display - Fault Code Pop-ups

A fault condition will trigger a pop-up dialog box on the screen describing the nature of the fault. Corresponding red or amber fault lights on the corners of the display are also activated to indicate the severity of the fault. See Section 6 - Fault Codes. The following screen is an example of a warning fault code pop-up.

**NOTE:** Contact an authorized ARGO dealer if you encounter a fault code pop-up.



| Source | Plug | SPN   | FMI | Count | Description                                  |
|--------|------|-------|-----|-------|----------------------------------------------|
| Engine | 0    | 110   | 0   | 11    | Coolant high temperature Fault               |
| Engine | 0    | 0     | 19  | 1     | Timeout Error of CAN-Receive-Frame...        |
| Engine | 0    | 97    | 14  | 29    | Water in fuel detected - Warning step ...    |
| Engine | 0    | 97    | 23  | 3     | Water in fuel detected - Torque de-rate ...  |
| Engine | 0    | 97    | 3   | 2     | Water in Fuel Sensor signal range high fa... |
| Engine | 0    | 65265 | 19  | 8     | Timeout Error of CAN-Receive-Frame...        |
| Engine | 0    | 1485  | 11  | 5     | ECU Main relay Early opening fault open...   |
| Engine | 0    | 157   | 27  | 1     | Maximum rail pressure exceeded               |
| Engine | 0    | 5571  | 23  | 1     | Common rail pressure relief valve Forced...  |
| Engine | 0    | 5571  | 25  | 1     | Common rail pressure relief valve is open... |

## Display - How to Hide / Show Fault Codes

To hide the fault code pop-up from being displayed on the screen, press the soft key on the right next to the HIDE icon. The pop-up will disappear, however the WARNING or STOP icon will remain on the screen to indicate there is still a fault. Pressing HIDE does not clear the fault; it will only hide the pop-up message.

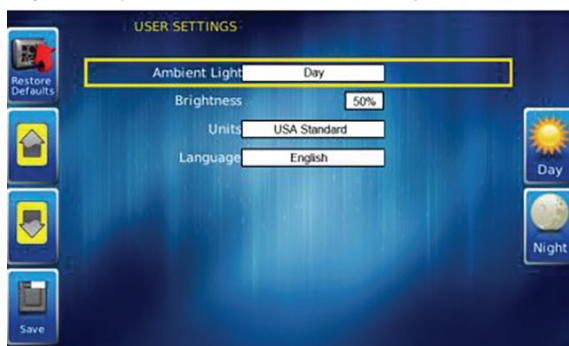
When a fault code has been hidden, a RECALL icon will remain on the right side of the screen. When this soft key is pressed, a fault code will again be displayed. When a pop-up message has been activated, a pop-up message will be displayed until the alarm is acknowledged by pressing the HIDE key.

## Display - Scrolling Through Multiple Messages

The title-bar of the fault code pop-up may indicate multiple messages, as in Diagnostic Message 1 of 3. Press the **PREV** and **NEXT** keys to scroll through the different messages.

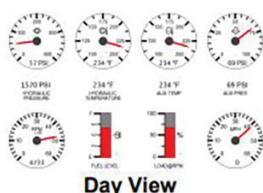
## Display - User Settings

User Settings provides options to specify viewing preferences for the display. Pressing **UP** and **DOWN** navigates through the options. To change an option, press the corresponding soft key next to the desired soft key command.



## Display - Ambient Light

Day and Night options are provided for ambient lighting. The screens below illustrate these options. When the ambient lighting settings are changed in USER SETTINGS, the power-on default is changed.



Day View

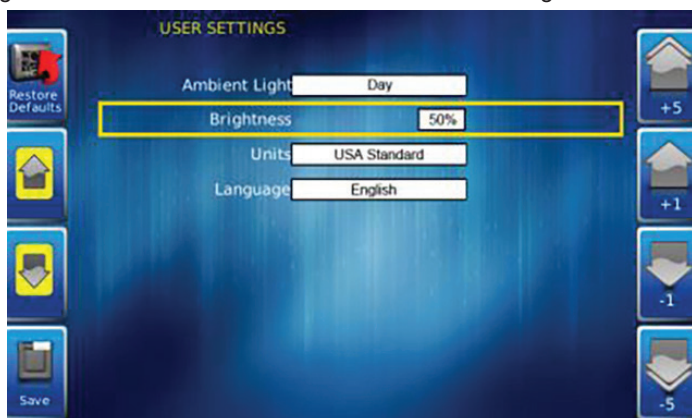


Night View

**NOTE:** The ambient lighting option is also accessible through soft key commands on the gauge display screens. When selected, the **DAY/NIGHT** soft key toggles the display to the opposite mode.

## Display - Brightness

User can set the brightness control of the display by using the soft keys to change the settings in +1% and +5% increments until the desired brightness is achieved.

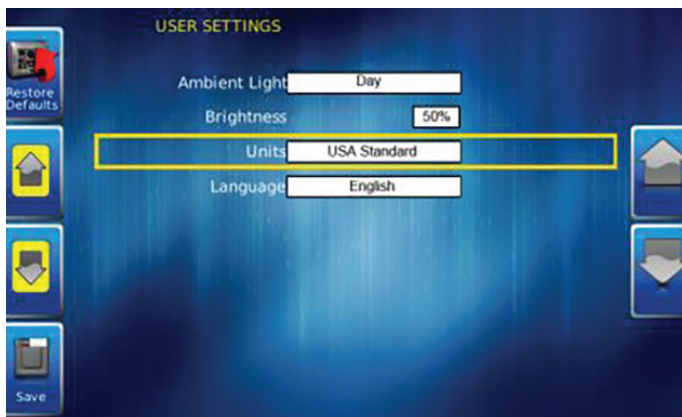


**NOTE:** Brightness level will change with ambient light setting. Two brightness levels are saved; one for day and one for night.

## Display - Units

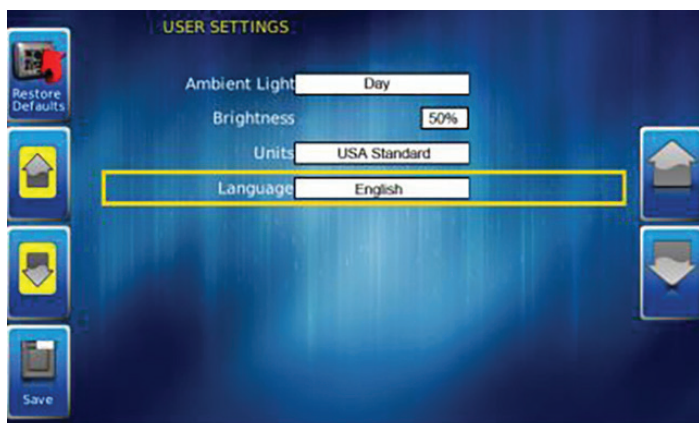
Select how units are displayed on the display by using the soft keys to select from the following:

- USA Standard
- Metric Bar
- Metric kPa
- British Standard



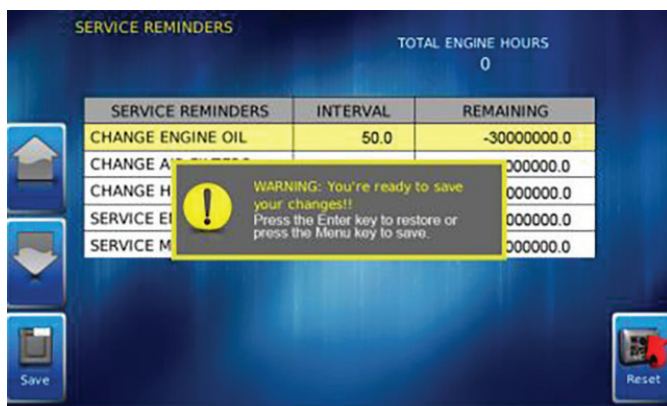
## Display - Language

This option allows the user to select the language that will be displayed. Available languages include English, Spanish, German, Italian, and Chinese. Languages are selected from the soft keys. Press **MORE** to view additional languages.



## Display - Save

Once all changes have been made, press **SAVE**. The following confirmation screen is displayed.



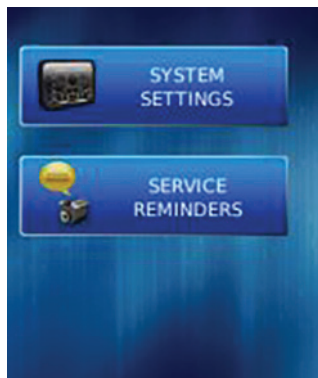
## Display - Restore Defaults

**RESTORE DEFAULTS** sets the display back to the original factory settings. During troubleshooting, this can be used as a last resort to completely reset the display to a known state.

To restore the default user settings, press **RESTORE DEFAULTS**. Confirm the action on the next page.

## Display - Utilities

Utilities allows the user to reset external gauges and configure communication settings. It is typically only accessed when first installed in order to configure the display. The following sub-menu is displayed when **UTILITIES** is selected.



## Display - System Settings

The System Settings screen displays the current software version loaded on the display. User can set individual settings for the available options and **SAVE**, or choose to select **RESTORE DEFAULTS** for the factory settings.



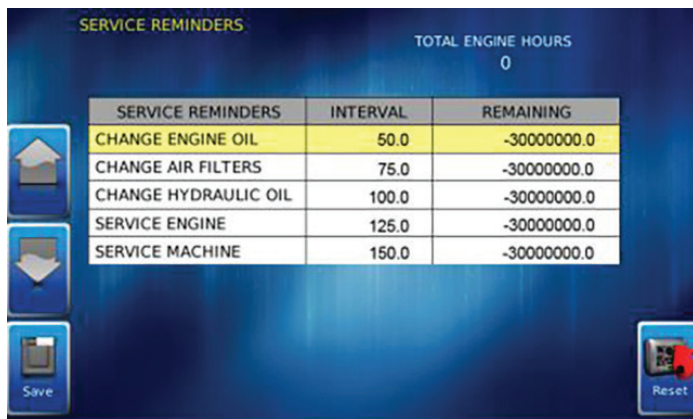
The yellow **UP** and **DOWN** keys on the left allow the user to move the cursor through the source address fields. While the cursor is highlighting a field, the gray **UP** and **DOWN** keys scroll through available options. Once all the options have been selected, press **SAVE**.

## Display - Service Reminders

This option allows the user to reset the 5 built-in service reminders:

- Change Engine Oil - Default interval 50.0 Hrs.
- Change Air Filters - Default interval 75.0 Hrs.
- Change Hydraulic Oil - Default interval 100.0 Hrs.
- Service Engine - Default interval 125.0 Hrs.
- Service Machine - Default interval 150.0 Hrs.

**NOTE:** It is recommended to update the default intervals based on maintenance schedule.



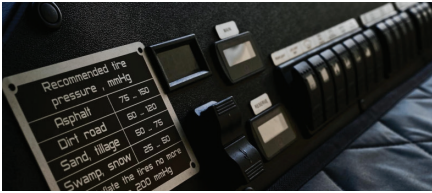
| SERVICE REMINDERS    | INTERVAL | REMAINING   |
|----------------------|----------|-------------|
| CHANGE ENGINE OIL    | 50.0     | -30000000.0 |
| CHANGE AIR FILTERS   | 75.0     | -30000000.0 |
| CHANGE HYDRAULIC OIL | 100.0    | -30000000.0 |
| SERVICE ENGINE       | 125.0    | -30000000.0 |
| SERVICE MACHINE      | 150.0    | -30000000.0 |

## Display - Software Updates

To obtain software updates for your display, see an authorized ARGO dealer.

## Control Panel

The control panel is located on the left side of the operator seat.



## USB Type A (x2)

The USB ports are used for operating/charging accessories.



## Tire Pressure Gauge

Used to view current tire pressure.



## Battery Indicator (Main and Reserve)

Displays the health of the main and reserve battery.



## Rear and Side Lights Switch

Switch activates the rear and side lights on the UTV.



## LED Lightbar Switch

Switch activates the exterior LED light bar of the UTV.



## Defrost Switch

The defrost switch activates the windshield defrost fan "ON" and "OFF".



### Rear View Camera Switch

Switch activates the rear view camera.



### Fuel Heating Switch

Switch activates the fuel heater.



### Reserve Battery Switch

Switch displays the health of the reserve battery.



### Rear Fog Lights Switch

Switch activates the rear fog lights on the UTV.



### Water Pump Switch

Switch activates bilge pump.



### On Water Switch - Flashing Beacon

Switch activates flashing lights on the exterior of the UTV while on water.



## Engine Compartment Light Switch

Switch activates lights in the engine compartment of the UTV.



## Cabin Light Switch

The cabin light switch activates cabin lights "ON" and "OFF".



## Cabin Heater Switch

The cabin heater switch activates heat to the cabin area.



## Air Conditioning Switch (if equipped)

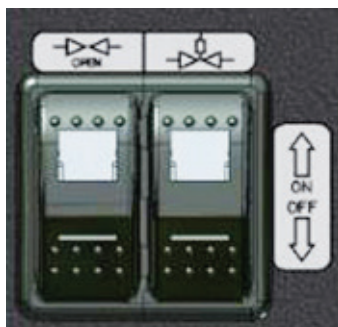
The air conditioning switches:  
VENT A/C – "ON" and "OFF"  
A/C – "ON" and "OFF"



## Tire Pressure Switch

Activates the tire pressure switches to "Inflate" and "Deflate" the tires.

**NOTE:** Switch configuration may differ based on VIN range.



OR



## Windshield Wiper Switch / Windshield Washer Switch

The wiper switch has two positions:

- “OFF”
- “ON”.

The washer switch has two positions.

- “OFF”
- Momentary (switch must be depressed to dispense washer fluid)

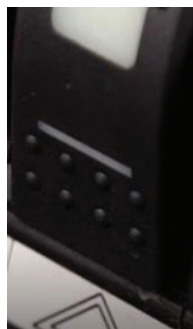


## HI/LO Beam Light Switches



## Emergency Lights / Flashers Switch

Switch activates flashing lights on the exterior of the UTV.



## Parking Lights Switch

Switch activates the parking lights on the UTV.



## Turn Signal Switch

The turn signal switch has three positions:

- “OFF” – middle position.
- “Left turn indicators are ON” – left position.
- “Right turn indicators are ON” – right position.



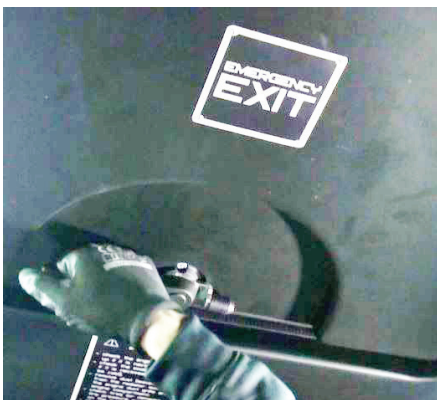
## Brake Light

The brake light switch is activated by pulling back on the both control levers simultaneous.



## Emergency Hatch

Emergency hatch is opened by turning the handle and lifting upward.



## Fire Extinguisher (not included)

Fire extinguisher bracket is located in front of the passenger seat on the floor.



## Interior Lighting Switch

Switch activates the interior cabin lights of the UTV.



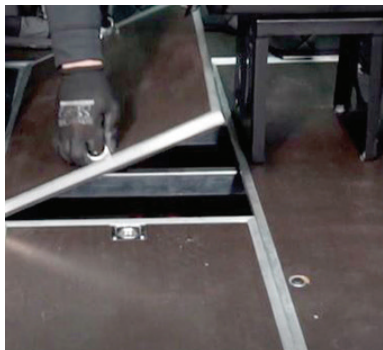
## Glove Box

Glove box located above the driver and passenger seats.



## Repair Kit

Repair kit is located under the rear center floor panel.



## Auxiliary Heater Switch (located in the cargo area)

The auxiliary (Webasto) heater is a stand alone heat system designed to either warm the engine compartment on cold days before attempting to start the engine, or move heat to the cargo area of the vehicle. The controls are located on the left side of the cargo area rear of the engine compartment.

### Turning Auxiliary Heater ON

- Turn master battery switch to the “ON” position.
- Pull “OUT” on the heater duct routing knob to direct heat into the engine compartment; or push heater duct routing knob “IN” to direct heat into the cargo area.
- Rotate the heater temperature control to the desired temperature setting.

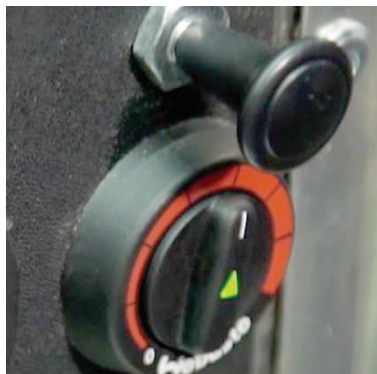
### Turning Auxiliary Heater OFF



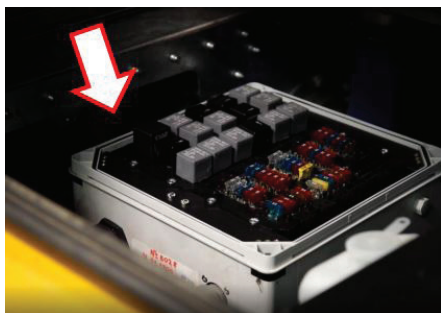
## WARNING

The master battery switch must remain in the “ON” position for a minimum of 5 minutes after turning the heater off. The auxiliary fan will continue to run after the temperature control is in the “OFF” position to cool the heater and prevent damage. The fan will automatically turn off when the heater has cooled.

- Rotate the heater temperature control counter-clockwise to the “OFF” position.
- The heater fan will continue to run until the heater has cooled.
- Allow a minimum of 5 minutes after the fan has turned off before turning the battery master switch to the “OFF” position.



**NOTE:** Fuse panel configuration may differ based on VIN range.  
Fuse panel is located under the passenger seat.



|      |               |     |               |     |               |     |             |     |               |
|------|---------------|-----|---------------|-----|---------------|-----|-------------|-----|---------------|
| 7.5A | A/C ECU       | 15A | MARKER LIGHTS | 25A | HEATED SEATS  | 5A  | CAMERA      | 10A | REVERSE LIGHT |
| 25A  | A/C           | 15A | SUPPLY SWITCH | 25A | FUEL HEATING  | 10A | USB SOCKET  | 10A | FUEL PUMP     |
| 25A  | A/C           | 10A | TURIN LIGHT   | 15A | GLASS HEATING | 10A | USB SOCKET  | 15A | GLASS HEATING |
| 15A  | CABIN HEATING | 10A | KEY SWITCH    | 15A | WEBAST        | 15A | USB SOCKET  | 10A | WATER PUMP    |
| 10A  | LOW BEAM      | 10A | THR. & GEAR   | 10A | WEBAST        | 10A | CABIN LIGHT | 15A | COMPRL.       |
| 10A  | HIGH BEAM     | 10A | DISPLAY       |     | FAN           | 10A | STOP LIGHT  | 5A  | BRS. BATTERY  |

|               |                      |          |                      |            |       |            |        |            |        |
|---------------|----------------------|----------|----------------------|------------|-------|------------|--------|------------|--------|
| WINDSH. WIPER | SUPPLY SUPPLY GAUGES | IGN. ECU | SENSOR LIGHTING KING | REAR LIGHT | LIGHT | RAMP LIGHT | NIES-4 | PDS LIGHTS | SIGNAL |
| 15A           | 10A                  | 10A      | 5A                   | 10A        | 20A   | 15A        | 10A    | 5A         | 10A    |

[illegible]

## NOTES

## SECTION 4

### UTV Operation



#### **ATTENTION!**

***THE PARKING BRAKE MUST NOT BE USED WHEN DRIVING***

### Pre-Operation Check and After-Operation Maintenance

- Check diesel fuel level, fill if necessary
- Check the coolant level and add coolant if necessary (engine should be cold).
- Brake fluid availability in main braking cylinders and clutch hydraulic drive cylinder (add if necessary).
- Check heating system condition.
- Check lights and alarm device operations.
- Remove dust and debris from the radiator suction grille, engine duct grille and from engine compartment as needed.
- Check wheels and tires for damage.
- Check tire pressure accuracy (depending on specified conditions of use).
- Check clutch brake and wheel drive chain tension and lubricate, tighten and lubricate if necessary.
- Check gauges and warning indicators.
- Check warning labels for damages. Replace if worn or damaged.
- Check seat belt condition.
- Check main brake system, hand brake, engine and transmission.
- Be sure to drain water from the hold and chassis after driving in water.
- Start the engine and allow engine to warm up. With the engine running, check operation of all devices.

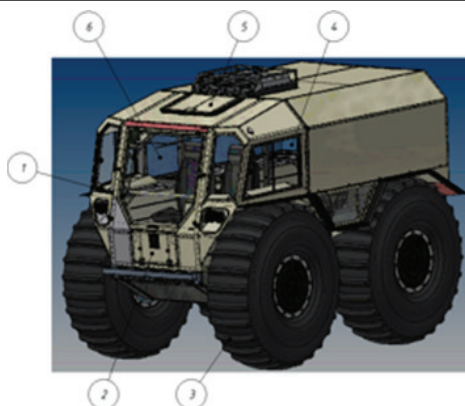


#### **WARNING**

**DO NOT OVERLOAD THE VEHICLE. SEE SPECIFICATIONS SECTION.  
SERIOUS INJURY OR DEATH MAY RESULT.**

## Entrance and Exit from UTV Cabin

- 1 - Handrail for entering the cabin
- 2 - Front door/step for entering the cabin
- 3 - Tire tread
- 4 - Side window
- 5 - Emergency hatch
- 6 - Folding windshield



### WARNING

Front and rear entry/exit windows **DO NOT** latch from inside the UTV and can open during operation. Do not attempt to brace yourself by the window or any part of the entry/exit window mechanism. Attempting to brace yourself by the window or any part of the entry/exit window mechanism may result in bodily injury.

## To Enter the UTV Cabin

- Open the windshield up to the stop.
- Pull the handle to open the front door, lowering it down to the stop on the bumper.
- Unfold and lower the boarding ladder.
- Put your foot on the boarding ladder.
- Grasp the handrail and door frame and enter the cabin.
- Position yourself in either driver or passenger seat.
- Fasten seat belt.



### WARNING

To avoid possible injuries, ensure shoes/boots and inside door surfaces are free from any possible slipping/tripping hazards.

## To Exit the UTV Cabin

- Stop the engine.
- Engage parking brake.
- Release seat belt.
- Remove the key from ignition lock to prevent vehicle use by unauthorized persons.
- Exit the cab in reverse sequence to entrance.

## Emergency Exit from the UTV Cabin

In an emergency, you can exit the cab through the rear window, side window, hatch or main entrance.

Emergency exit from the cabin can be through the aperture located behind the driver's and passenger's seats above engine compartment, then through the body and its door.

If your UTV is equipped with hatches, they can also be used for an emergency exit.



## Front Seat Adjustment

To adjust the driver and/or passenger seats:

- Release the adjustment lever located in the front center of the seat and slide seat forward or backward into desired position.
- To lock the seat, release the adjustment lever.

The seat must engage into the retainers and lock into position.



Adjustment lever



### **WARNING**

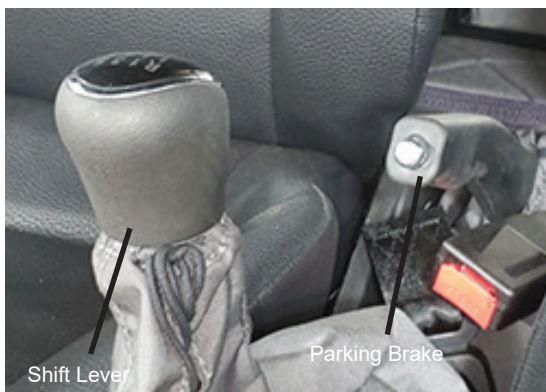
Ensure the seat is secure and locked into position before operation. Serious injury or death could result if the seat is not properly secured.

## General Driving

To operate the UTV, once the engine has been started and allowed to warm up:

- Ensure driver and passenger seat belts are fastened and cargo is secured.
- Depress the clutch pedal.
- Place gearshift lever in a forward gear position.
- Release parking brake.
- Slowly release clutch pedal while depressing the accelerator pedal to desired RPM, shifting gears as necessary.

**NOTE: Do not over-rev the engine during shifting procedures.**



## Braking

To apply braking to the UTV:

- Release accelerator pedal.
- Depress the clutch pedal.
- Gently move both steering controls in the rearward position simultaneously.
- Place gearshift lever in neutral position after coming to a complete stop.



## Shifting

To shift gears during operation of the UTV:

- Release accelerator pedal.
- Depress the clutch pedal.
- Place gearshift lever in next gear position (i.e. 1 - 2 - 3 - 4 etc.).
- Gently release the clutch pedal.
- Depress accelerator pedal to desired speed, shifting as necessary.

**NOTE: Do not over rev the engine during shifting procedures.**



## Fueling the UTV

### To add fuel to the UTV:

- Remove fuel cap.
- Add desired amount of diesel fuel -  
DO NOT OVERFILL.
- Replace fuel cap and tighten securely.



### To add diesel fuel to the Auxiliary Tanks:

This UTV is equipped with auxiliary tanks located within the wheels.

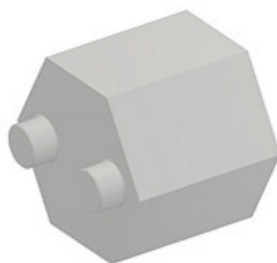
Spanner wrench and tools used to remove the tank plug is located in the Tools Kit.



### To add diesel fuel to the auxiliary tanks:

Wheel must be oriented top-dead-center for fuel FILL.

- Using spanner wrench, remove auxiliary tank cap.
- Add desired amount of diesel fuel.
- Replace cap and tighten securely.



### To remove fuel from the auxiliary tanks:

Wheel must be oriented top-dead-center for fuel REMOVAL.

- Using spanner wrench, remove auxiliary tank cap.
- Using a suitable auxiliary pump (not supplied with vehicle), remove desired amount of diesel fuel from the auxiliary tank.
- Replace cap and tighten securely.



## WARNING

- NEVER fill the fuel tank while the engine is running or hot.
- Always use an original fuel cap or OEM (Original Equipment Manufacturer) replacement.
- NEVER fill the fuel tank while the UTV is inside a building.
- DO NOT OVERFILL

## Engine Start

- Engage parking brake lever.
- Depress clutch pedal.
- Place gearshift lever in the neutral position.
- Turn “ON” battery disconnect switch.
- Insert the key into the ignition switch and turn it to the “ON” position.
- The glow plug lamp will illuminate on the information screen.
- When glow lamp goes out, turn the key to the starting position.

After the engine starts, immediately release the key to the “ON” position.

Release parking brake.



### WARNING

Some engine parts may heat up.

The engine can release hot exhaust gases.

Keep fuels and lubricants at the safe distance.

If possible, avoid starting the engine on slopes.

Do not use ether or any other fluids to start the engine, it may cause serious damage to the engine.



### CAUTION

When starting the engine after a long storage (more than 3 months), engage the parking brake. Turn key switch to the “ON” position. During this time, the working lubrication pump will supply oil to every engine part. Release the parking brake handle to its initial position.



### CAUTION

If oil pressure indicator light is still on, immediately stop the engine and check:

- If there is enough engine oil.
- If the engine oil is contaminated.
- If the wiring is faulty.

Allow engine to warm up at medium rpm without loading.



### CAUTION

If oil pressure indicator light reddens or fades slowly, immediately stop engine and contact your service center.

If engine does not start within 10 seconds after the starter switch is turned to the Start position, wait for 30 seconds and then begin the engine starting sequence again. Do not allow the starter to run continuously for more than 20 seconds or starter damage may occur.

## Cold Weather Starting

If the ambient temperature is below 23°F (-5°C) and the engine is very cold, start in the following manner:

- Engage parking brake lever.
- Depress the clutch pedal.
- Place gearshift lever in neutral position.
- Turn “ON” battery disconnect switch.
- Depress the accelerator pedal to about half of its full stroke and release.
- Insert the key into the ignition switch and turn it to the “ON” position.
- The glow plug lamp will illuminate on the information screen.
- When glow lamp goes out, turn the key to the starting position.

After the engine starts, immediately release the key to the “ON” position.

Allow the engine to warm up at both high and low ambient temperatures.

An insufficiently warmed-up engine can shorten its service life.

If engine does not start within 10 seconds after the starter switch is turned to the Start position, wait for 30 seconds and then begin by preheating the engine and starting the engine sequence again. Do not allow the starter to run continuously for more than 20 seconds or starter damage may occur.

## Engine Stop

- Release pressure from accelerator pedal (engine automatically goes into idle mode) and let run for 1-3 minutes.
- Turn the key to the “OFF” (STOP) position. Engine will stop.



### CAUTION

When engine runs within the rated output range, the color of exhaust gases remains colorless.

If, at sharp acceleration, the rpm speed increases to maximum level, exhaust gases may be tinted a slightly dark color which is not a sign of engine failure.

If the engine exhaust gases remains a tinted dark color at normal operation, engine failure may be possible. Contact your local dealer.



### CAUTION

Immediately stop the engine if:

- Engine suddenly slows down or accelerates on its own.
- Unusual noises suddenly appear.
- Oil pressure warning indicator lights up or the temperature gauge registers the emergency coolant temperature or the audio signal is heard.
- Reverse engine operation has occurred.

## Reverse Engine Operation (Crankshaft rotation in the opposite direction)

Reversed engine operation during crankshaft rotation in the opposite direction must be stopped immediately since engine oil circulation is cut quickly, leading to engine failure.



### CAUTION

Signs of reversed engine operation:

- Lubricating oil pressure drops sharply.
- Oil pressure warning indicator lights on.
- Due to the intake and exhaust sides being reversed, the sound of engine changes, and exhaust gases will come out of the air filter.
- Loud knocking sound is heard (detonation).

#### Remedies:

- Immediately stop the engine and apply the parking brake.
- After the engine stops, check the air filter, intake rubber tube and replace these parts, if necessary.

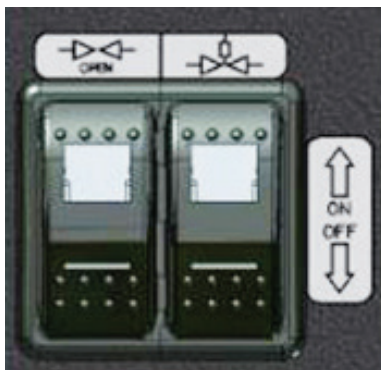
## Adjusting Internal Tire Pressure

The UTV design allows tire pressure adjustment at any time while the engine is running (moving or stopped) by supplying exhaust gases into the tubular sealed frame passing through the special pipes and internal hub cavities to all the wheels.

**NOTE: Switch configuration may differ based on VIN range.**

#### Inflate:

- Activate the (Open) tire valve switch (left).
- Activate the exhaust valve switch (right).
- If necessary, increase engine rpm by depressing the accelerator pedal to increase rate of inflation.
- Using tire pressure indicator, inflate to the current operating conditions.
- Turn “OFF” both switches to stop inflating.



### CAUTION

**MAXIMUM SWITCH ACTIVATION: 4 MINUTES**



### WARNING

**Inflate tires at an engine speed of NOT MORE than 2000-2200 RPM.**

**To prevent possible fire, do not operate with pumping system constantly activated.**

#### Deflate:

- Activate the exhaust valve switch (right).
- Using tire pressure indicator, deflate to the current operating conditions.
- Turn “OFF” exhaust valve switch to stop deflating.

## Adjusting Internal Tire Pressure (continued)

### Inflate:

- Rotate switch to the “+” (right).
- If necessary, increase engine rpm by depressing the accelerator pedal to increase rate of inflation.
- Using tire pressure indicator, inflate to the current operating conditions.
- Rotate switch to the “OFF” (center) position to stop inflating.



### Deflate:

- Rotate switch to the “-” (left).
- Using tire pressure indicator, deflate to the current operating conditions.
- Rotate switch to the “OFF” (center) position to stop deflating.

## Tire Inspection during Operation

Tire durability and reliability are determined by following the operating conditions established norms and proper tire maintenance.

### Tire Operating Conditions (Normal)

Acceptable tire pressure for most typical driving conditions is outlined in the table below. The tread pattern wear limit at center point of lug shall not be less than 1 mm.

**It is not recommended to drive along paved and dirt roads at the internal tire pressures less than specified in the table.**

| Tire designation | Internal tire pressure, due to the maximum loading, psi | Maximum speed, mph (km/h) |
|------------------|---------------------------------------------------------|---------------------------|
| 1800x600-25"     | 3.6 psi                                                 | 25 mph (40 km/h)          |

The specific value of the pressure while driving off-road is selected by the driver depending on bearing capacity, type and soil, snow, waterlogged terrain state. In this case, the tire pressure should provide the UTV with the passability under such conditions.

| Conditions                | Recommended Tire Pressure |          |
|---------------------------|---------------------------|----------|
|                           | psi                       | mm Hg    |
| Paved road                | 1.4 - 2.8                 | 75 - 150 |
| Dirt road                 | 1.13 - 2.13               | 60 - 120 |
| Sand, tillage             | 0.99 - 1.42               | 50 - 75  |
| Waterlogged terrain, snow | 0.42 - 1.13               | 20 - 60  |

## General Cases of UTV Operation

Proper UTV operation is one of the most important conditions for increasing its service life and trouble-free operation. UTV operation is possible only after engine is warmed up and gauges are checked. While moving, constantly observe gauges. Of particular importance is the right choice of tire pressure. The specific value of the pressure while driving is selected by the operator, depending on terrain conditions. In this case, the tire pressure should provide the UTV with the passability under such conditions.

## New UTV Break-In Procedure

To obtain long term, trouble free service from your vehicle, observe the following break-in guidelines:

- Vary the speed of the vehicle for the first 20 engine hours. Avoid full throttle operation during break-in period.
- Check engine and transmission oil levels daily during break-in period.
- Find a terrain with suitable sand, soil, dirt roads, etc., and the natural inclines and slopes most complying to vehicle operating condition requirements.
- During low ambient temperatures, start moving after complete engine warm up.
- Do not overload the UTV, activate the control levers smoothly, without jerks, alternately activating them to make the necessary maneuvers and turns. Allow the brakes to cool down while moving in a straight line. Repeat slow turns and allow the brakes to cool off again, moving in a straight line. This will burnish the brake pads to brake discs and clutch brake discs.
- Use clutch pedal smoothly.
- Check the batteries and, if necessary, clean the terminals and grease them.
- Check fasteners and connections, tighten as necessary.
- Listen to the engine and check the gauges/display screens for any abnormalities.

If the engine operates within the rated power, exhaust gases remain colorless, but if, by sharply pressing the accelerator pedal the speed increases to maximum values, exhaust gases may be slightly darkened which is normal operation.

During the break-in period, limit the maximum speed to 18.6 mph (30 km/h). The payload must not exceed 75% of the maximum payload.

It is not recommended to exceed the average crankshaft speed during engine start and warm-up.

## Operation in Remote Areas

The below items are recommended before traveling long journeys or trips to remote areas:

- First aid kit
- Survival gear
- Protective clothing and footwear
- Waterproof matches
- Flares
- Means of communication
- Adequate supply of fuel (diesel)
- Fire extinguisher
- Basic tools and spare parts

Before heading out to a remote area, it is necessary to perform complete UTV inspection, adjustment and lubrication. Ensure vehicle is in good working condition. Equipment and supplies shall be selected taking into account climatic and weather conditions.

In remote areas, follow safe driving rules. Detour the area which may be impassible.

## Driving on Sandy Areas, Tillage and Snow



### WARNING

**DO NOT OVERLOAD THE VEHICLE. SEE SPECIFICATIONS SECTION. SERIOUS INJURY OR DEATH MAY RESULT.**

Depending on soil or snow cover density, it is necessary to select the appropriate tire pressure. Gears shall be chosen depending on specific conditions, it is better to use higher gears.

It is necessary to keep a smooth moving UTV, avoiding jerks and stops. Turn smoothly making large radius turns without reducing speed. While following another vehicle, follow at a safe distance in their tracks at a distance of no less than 131 - 164 ft (40 - 50 m).

Before moving along deep fresh snow, operator must balance the load in the UTV to provide maximum possible load on rear wheels. It is practically impossible to change the gear from a lower to a higher gear when driving on deep fresh snow. Back up and then proceed forward in the gear providing reliable engine rpm and the peak torque. If the wheels start slipping, it is recommended to move backwards and try to bypass tough part of the terrain. Avoid allowing the wheels to spin when forward motion has stopped.

#### **Example for Land Navigation:**

Current Load Capacity:

|                           |                                    |
|---------------------------|------------------------------------|
| Operator                  | 240 lbs                            |
| Passengers (3 @ 100 lbs)  | 300 lbs                            |
| 6 passenger seat kit      | 120 lbs                            |
| Cargo                     | 240 lbs                            |
| Wheel fuel canisters full | 420 lbs (diesel fuel 7 lb per gal) |

Total: 1320 lbs

Max Load Capacity: 2645 lbs

- 1330 lbs (Current Load Capacity)

= 1315 lbs (Remaining Load Capacity Available)

## Driving Uphill and Downhill

- Do not operate UTV on 35° slopes or steeper.
- Inspect hills for slippery or loose surfaces before attempting to climb or descend.
- Keep hands, feet and all body parts in the UTV at all times.
- Ensure all cargo is securely fastened within the vehicle.
- Note that towing, braking and traction are greatly diminished during hill climbing or descending.
- Keep UTV straight when climbing and/or cresting and descending hills.
- Do not stop or start suddenly or over-accelerate on hills. Loss of control and rollover could result.
- Before climbing, it is necessary to engage the gear that provides the necessary traction to the wheels without shifting gears during the climb.
- If the UTV loses power or traction and stops while climbing a hill, immediately apply the brake and reverse slowly down the hill, maintaining a straight, downhill line of travel. Attempting to turn the UTV could result in a rollover.
- When descending a hill, over-application of the brake may cause skidding and loss of control. Apply the brakes slightly to aid in slowing down.
- Steep and prolonged climbs should be overcome in one of the lower gears (depending on the steepness and length of the climb).

## Driving on Waterlogged Terrain

UTV is able to overcome all kinds of waterlogged areas. Operating skills are required. It is recommended to overcome the waterlogged terrains using the shortest ways and with the largest vegetation cover density possible. The corresponding tire pressure must be observed.

## Passing Water Barriers



### WARNING

**DO NOT OVERLOAD THE VEHICLE. SEE SPECIFICATIONS SECTION. SERIOUS INJURY OR DEATH MAY RESULT.**

The UTV is able to pass water barriers afloat and must be done carefully, without jerks and any sharp turns.

Moving by floating, as well as into and out of the water, such conditions must be followed:

- Ensure hold drain plugs are installed.
- Always wear a life jacket before attempting water barriers.
- Avoid floating in water barriers with current, waves, and/or strong winds.
- At the location of entering the water, bank must be free of obstacles. Move into the water along a smooth descent.

**NOTE: It is recommended to activate the bilge pump from time to time while performing water navigation. Do not allow pump to run continuously.**

- In case of leak, go ashore. Drain the water by removing the hold drain plugs and repair the area that is causing the leak.
- Reinstall hold drain plugs.
- Do not try to overcome wide water barriers. If possible, stay close to shoreline
- To go ashore, choose a relatively flat spot, free of rocks and other obstacles. Align the UTV so that front wheels get out of water simultaneously.

**NOTE: It is recommended the UTV be cleaned and rinsed thoroughly after encountering and/or navigating water or salt water of any kind.**

### **Example for Water Navigation:**

Current Load Capacity:

Operator 210 lbs

Passengers (2 @ 100 lbs) 200 lbs

Misc cargo/supplies 106 lbs

Total: 516 lbs

Max Load Capacity: 1600 lbs

- 516 lbs (Current Load Capacity)

= 1084 lbs (Remaining Load Capacity Available)

## Passing Water to Ice Barriers



### WARNING

Water to ice navigation is dependent on operator ability, load distribution of passengers/cargo, and conditions of the ice. Extreme caution or avoidance of these conditions is recommended. **SERIOUS INJURY OR DEATH MAY RESULT.**



### WARNING

**DO NOT OVERLOAD THE VEHICLE. SEE SPECIFICATIONS SECTION. SERIOUS INJURY OR DEATH MAY RESULT.**

## Passing Water to Ice Barriers (Continued)

Using the ARGO on ice-covered bodies of water is potentially hazardous.

**USE EXTREME CAUTION.** Exposure to cold water reduces a person's chance of survival. Protective clothing, such as a marine survival suit will significantly decrease the effect of exposure in frigid water.

If the vehicle breaks through the ice, it will float in the water, provided that there are no leaks in the body, the drain plugs are in place and vehicle is not taking on water through any body openings. However, there is a risk of the vehicle tipping, particularly if the load is unbalanced. Be prepared to shift occupants' weight for balance.

Getting back onto safe ice depends on conditions (snow covered, smooth, rough, wet, etc.) and expertise of the operator. Be especially careful to prevent water from entering the vehicle.

- Balance of cargo and passenger will have an effect on the ability to traverse from water to ice.
- Keep openings, like air intakes/exhaust, etc. above the water line.
- Keep the bilge pump running.
- Avoid getting the wheels on only one side onto the ice surface as water could enter over the opposite side of the vehicle.
- Avoid turning as the Argo is climbing out of the water to avoid vehicle tip-over.
- Break the thin ice around the vehicle with the paddle until there is firm ice for the vehicle to climb onto.
- Be wary of currents which may affect the vehicle operation.

If you feel that you may not be able to get the vehicle back onto safe ice or land, you might consider staying put to await rescue. This may be safer than trying to leave the vehicle to walk over thin ice.

### **Example for Water to Ice Navigation:**

Current Load Capacity:

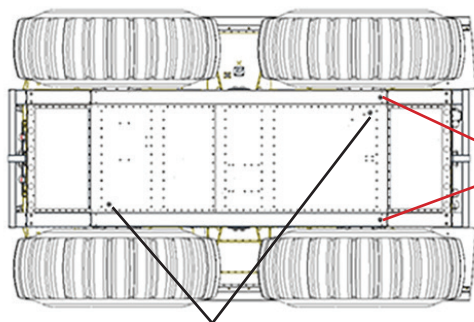
|                          |         |
|--------------------------|---------|
| Operator                 | 210 lbs |
| Passengers (2 @ 100 lbs) | 200 lbs |
| Misc cargo/supplies      | 106 lbs |

Total: 516 lbs

Max Load Capacity: 882 lbs

- 516 lbs (Current Load Capacity)

= 366 lbs (Remaining Load Capacity Available)



Location of hold drain plugs on vehicle bottom to drain water



### **CAUTION**

**DO NOT  
REMOVE THESE  
PLUGS TO  
DRAIN WATER**

## NOTES

## SECTION 5

### Technical Maintenance

Proper maintenance of this vehicle is important for optimum performance. Follow the Maintenance Schedule and all ensuing maintenance instructions / information.

If, at any time, abnormal noises, vibrations, or improper functioning of any component of this vehicle is detected, **DO NOT OPERATE THE VEHICLE**. Take the vehicle to an authorized ARGO dealer for inspection, adjustment or repair.

If the owner/operator does not feel qualified to perform any of these maintenance procedures or checks, take the vehicle to an authorized ARGO dealer for professional service.

**NOTE: The following instructions and information refer to specific items in the maintenance and care of this vehicle.**

### Technical Maintenance Types and Frequency

UTV technical maintenance includes control and diagnostic, grease, adjustments and other maintenance. Frequency and types of maintenance performed during technical maintenance are provided below:

**NOTE: Depending on the use of the UTV, more frequent maintenance may be required than what is called out on the chart below.**

|   | Maintenance Procedure                                                                 | Engine Hours or Frequency |     |     |     |      |      |      |      |      |      |      |      |
|---|---------------------------------------------------------------------------------------|---------------------------|-----|-----|-----|------|------|------|------|------|------|------|------|
|   |                                                                                       | 50                        | 250 | 500 | 750 | 1000 | 1500 | 1750 | 2000 | 2250 | 2500 | 2750 | 3000 |
| 1 | Check the engine oil level. Fill if needed.                                           | √                         |     |     |     |      |      |      |      |      |      |      |      |
| 2 | Check the coolant level and fill if needed (in a cold engine)                         | √                         |     |     |     |      |      |      |      |      |      |      |      |
| 3 | Remove debris (leaves, etc.) from the radiator grille, airflow grille, and engine bay |                           | √   |     |     |      |      |      |      |      |      |      |      |
| 4 | Check steering mechanism chain tension                                                | √                         |     |     |     |      |      |      |      |      |      |      |      |
| 5 | Lubricate the steering mechanism                                                      | √                         |     |     |     |      |      |      |      |      |      |      |      |
| 6 | Check tire integrity and pressure (depending on operating conditions)                 | √                         |     |     |     |      |      |      |      |      |      |      |      |
| 7 | Check wheel bolt to hub torque                                                        | √                         | √   |     |     |      |      |      |      |      |      |      |      |
| 8 | Check instrumentation and light indicators                                            | √                         |     |     |     |      |      |      |      |      |      |      |      |
| 9 | Check seat belts                                                                      | √                         |     |     |     |      |      |      |      |      |      |      |      |

## Technical Maintenance Types and Frequency (continued)

|    | Maintenance Procedure                                                                               | Engine Hours or Frequency |     |                 |                 |      |                 |      |      |      |      |      |      |
|----|-----------------------------------------------------------------------------------------------------|---------------------------|-----|-----------------|-----------------|------|-----------------|------|------|------|------|------|------|
|    |                                                                                                     | 50                        | 250 | 500             | 750             | 1000 | 1500            | 1750 | 2000 | 2250 | 2500 | 2750 | 3000 |
| 10 | Check for damaged warning labels. Replace as needed.                                                | √                         |     |                 |                 |      |                 |      |      |      |      |      |      |
| 11 | Check main braking system and parking brake                                                         | √                         |     |                 |                 |      |                 |      |      |      |      |      |      |
| 12 | Check engine and transmission performance                                                           | √                         |     |                 |                 |      |                 |      |      |      |      |      |      |
| 13 | Check transmission oil level                                                                        | √                         |     |                 | √               |      | √               |      |      | √    |      |      | √    |
| 14 | Check steering mechanism hydraulic system oil reservoir level. Fill if needed.                      | √                         |     |                 |                 | √    | √               |      | √    |      | √    |      | √    |
| 15 | Change the engine oil                                                                               | √                         | √   | √               | Every 250 hours |      |                 |      |      |      |      |      |      |
| 16 | Replace oil filter                                                                                  | √                         | √   | √               | Every 250 hours |      |                 |      |      |      |      |      |      |
| 17 | Check fuel lines and clamps. Replace if needed.                                                     | √                         |     | √               |                 | √    | Every 500 hours |      |      |      |      |      |      |
| 18 | Check pipelines and clamps. Replace if needed.                                                      | √                         |     | √               |                 | √    | Every 500 hours |      |      |      |      |      |      |
| 19 | Check exhaust gas flow switch in the tire inflation system                                          | √                         |     | √               |                 | √    | Every 500 hours |      |      |      |      |      |      |
| 20 | Check battery wires and terminals. Lubricate terminals.                                             | √                         |     | √               |                 | √    | Every 500 hours |      |      |      |      |      |      |
| 21 | Ensure radiator, reservoir tank and other cooling system connections are properly secured and tight | √                         |     |                 |                 | √    |                 |      | √    |      |      |      | √    |
| 22 | Check/adjust clutch pedal free travel                                                               |                           | √   |                 | √               |      |                 |      |      |      |      |      |      |
| 23 | Replace engine air filter                                                                           |                           | √   | Every 250 hours |                 |      |                 |      |      |      |      |      |      |
| 24 | Check brake pads. Replace if needed.                                                                |                           | √   | Every 250 hours |                 |      |                 |      |      |      |      |      |      |
| 25 | Adjust parking brake                                                                                |                           | √   | Every 250 hours |                 |      |                 |      |      |      |      |      |      |

## Technical Maintenance Types and Frequency (continued)

|    | Maintenance Procedure                                                                  | Engine Hours or Frequency                                                            |     |                 |                 |                                 |                 |      |      |      |      |      |      |
|----|----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-----|-----------------|-----------------|---------------------------------|-----------------|------|------|------|------|------|------|
|    |                                                                                        | 50                                                                                   | 250 | 500             | 750             | 1000                            | 1500            | 1750 | 2000 | 2250 | 2500 | 2750 | 3000 |
| 26 | Replace fuel filters                                                                   | √                                                                                    | √   | Every 250 hours |                 |                                 |                 |      |      |      |      |      |      |
| 27 | Remove sediment from fuel tank                                                         |                                                                                      |     | √               |                 | √                               | Every 500 hours |      |      |      |      |      |      |
| 28 | Replace engine pulley drive belt                                                       |                                                                                      |     |                 | √               | Every 750 hours                 |                 |      |      |      |      |      |      |
| 29 | Clean radiator outer surface. Ensure radiator is securely mounted.                     |                                                                                      |     | √               | Every 500 hours |                                 |                 |      |      |      |      |      |      |
| 30 | Change the oil and filter in the steering mechanisms hydraulic system                  |                                                                                      |     |                 | √               | Every 750 hours                 |                 |      |      |      |      |      |      |
| 31 | Change the transmission oil                                                            |                                                                                      |     |                 | √               | Every 750 hours                 |                 |      |      |      |      |      |      |
| 32 | Check/tighten threaded connections                                                     |                                                                                      | √   | Every 250 hours |                 |                                 |                 |      |      |      |      |      |      |
| 33 | Replace the exhaust system                                                             |                                                                                      |     |                 | √               | Every three years or 3000 hours |                 |      |      |      |      |      |      |
| 34 | Check electrical wiring for defects or loose connections                               | Every year                                                                           |     |                 |                 |                                 |                 |      |      |      |      |      |      |
| 35 | Check batteries. Replace if needed.                                                    | Every three years                                                                    |     |                 |                 |                                 |                 |      |      |      |      |      |      |
| 36 | Replace engine cooling system pipes, sleeves and clamps.                               | Every three years or 3000 hours                                                      |     |                 |                 |                                 |                 |      |      |      |      |      |      |
| 37 | Check the tire inflation system pipes and clamps.                                      |                                                                                      |     |                 |                 |                                 |                 |      |      |      |      |      |      |
| 38 | Replace the brake fluid in the braking system and the clutch release hydraulic system. |                                                                                      |     |                 |                 |                                 |                 |      |      |      |      |      |      |
| 39 | Read and resolve ECU errors.                                                           | Complete a first diagnostic at 50 hours and a subsequent diagnostic every 250 hours. |     |                 |                 |                                 |                 |      |      |      |      |      |      |

## Measurements for Adjustments and Control

| Parameters                                                                                                           | Measurement limits                                                              |
|----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| Engine idle RPM                                                                                                      | 800 - 900 rpm                                                                   |
| Oil pressure in the engine lubrication system at idle                                                                | 11.6 psi (0.8 kPa)                                                              |
| Oil pressure in the engine lubrication system at maximum RPM                                                         | 43.5 psi (3.0 kPa)                                                              |
| Coolant temperature under normal operating conditions                                                                | 180°F-207°F (82°C-97°C)                                                         |
| Maximum coolant temperature                                                                                          | 230°F (110°C)                                                                   |
| The coolant level in the expansion tank on the cold engine must be at the fill mark (see item: Refilling of Coolant) | by mark                                                                         |
| Level of brake fluid in the tanks of brake system and hydraulic drive clutch release system                          | 0.787-1.575 in. (20-40 mm)<br>from the top edge of the filler neck of the tanks |
| Hydraulic fluid level in the tank control system of rotation mechanism                                               | 1.969-2.362 in. (50-60 mm)<br>from the top edge of the filler neck of the tank  |
| Free wheeling of the clutch pedal, mm, within                                                                        | 1.378-2.165 in. (35-55 mm)                                                      |
| Chains slack of transmission drive, mm, not more than                                                                | 0.787 in. (20 mm)                                                               |
| Free travel in the handles of the control levers, mm, not more                                                       | 0.591 in. (15 mm)                                                               |
| Level of oil in the chain drive oil tanks                                                                            | 1.75-2 in (45-50 mm)                                                            |
| Transmission fluid level                                                                                             | spill over check plug                                                           |

## Filling Volumes, Petroleum Products and Lubricants

| Junction Point Name           | Filling Name                                                                                                                                                                                                                                                                                                                                                                                           | Quantity (L, gal.)<br>(Number of Points)        |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
| Fuel                          |                                                                                                                                                                                                                                                                                                                                                                                                        |                                                 |
| Fuel Tank                     | Diesel fuel №2-D<br>(ASTM D975) EURO<br>(EN 590:2004)                                                                                                                                                                                                                                                                                                                                                  | 25 gal (95 L)                                   |
| Auxiliary Fuel Canisters      |                                                                                                                                                                                                                                                                                                                                                                                                        | 4 x 15.3 gal<br>(4 x 58 L)                      |
| Engine Oils                   |                                                                                                                                                                                                                                                                                                                                                                                                        |                                                 |
| Engine                        | Engine oil of API quality degree:<br>not less than CJ.<br>SAE viscosity grade:<br>-0W-30 (from -30°C to +20°C)<br>(-22°F to 68°F);<br>-0W-40 (from -30°C to +35°C)<br>(-22°F to 95°F);<br>-5W-40 (from -25°C to +35°C)<br>(-13°F to 95°F);<br>-10W-30 (from -20°C to +30°C)<br>(-4°F to 86°F);<br>-10W-40 (from -20°C to +35°C)<br>(-4°F to 95°F);<br>-15W-40 (from -15°C to +45°C)<br>(-5°F to 113°F) | 6.6 qt<br>(6.3 L)                               |
| Drive Chain<br>(Gearbox)      | AW 68 Bio Hydraulic Oil                                                                                                                                                                                                                                                                                                                                                                                | 12.6 qt (12 L) - Right<br>12.6 qt (12 L) - Left |
| Hydraulic oil                 | AW 46 Hydraulic Oil                                                                                                                                                                                                                                                                                                                                                                                    | 15.8 qt<br>(15 L)                               |
| Transmission                  | 75w80 GL4 MT1                                                                                                                                                                                                                                                                                                                                                                                          | 3.1 qt<br>(3 L)                                 |
| Steering<br>mechanism         | 75w80 GL4 MT1                                                                                                                                                                                                                                                                                                                                                                                          | 3.7 qt<br>(3.5 L)                               |
| Operating Fluids              |                                                                                                                                                                                                                                                                                                                                                                                                        |                                                 |
| Engine coolant                | Solution of 50% non-freeze agent G11<br>(ethylene glycol) and 50% distilled<br>water                                                                                                                                                                                                                                                                                                                   | 1.59 gal<br>(6 L)                               |
| Braking system                | DOT 4                                                                                                                                                                                                                                                                                                                                                                                                  | 2.1 qt<br>(2 L)                                 |
| Battery Terminals             | Mobil Grease<br>XHP 222 or Lithol 24                                                                                                                                                                                                                                                                                                                                                                   | As Required                                     |
| Wheel Hubs                    |                                                                                                                                                                                                                                                                                                                                                                                                        | As Required                                     |
| Steering chains               | Aerosol Lubricant                                                                                                                                                                                                                                                                                                                                                                                      | As Required                                     |
| All door joint<br>connections |                                                                                                                                                                                                                                                                                                                                                                                                        | As Required                                     |

## Engine Oil Level Check



### WARNING

To avoid personal injury, be sure to stop the engine and engage parking brake before checking oil level and/or changing engine oil.

- Park the vehicle to a flat surface.
- Start the engine and run until it reaches normal operating temperature.
- Stop the engine.
- Let cool for 5-10 minutes.
- Remove the oil level dipstick located beside the oil filter on the side of the engine.
- Clean the indication line of the dipstick with a clean cloth.
- Replace dipstick.
- If the dipstick doesn't slide in, rotate it 180°.
- Remove dipstick and check oil level.
- Check if oil level appears between the upper limit (A) and the lower limit (B) on the dipstick.
- If engine oil appears below the lower limit (B) or does not appear on the dipstick at all, remove the oil filler plug and add new oil to the prescribed level.

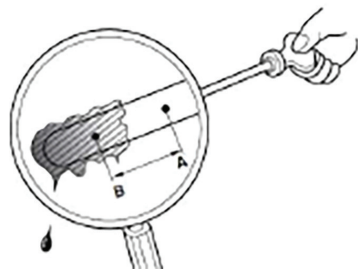
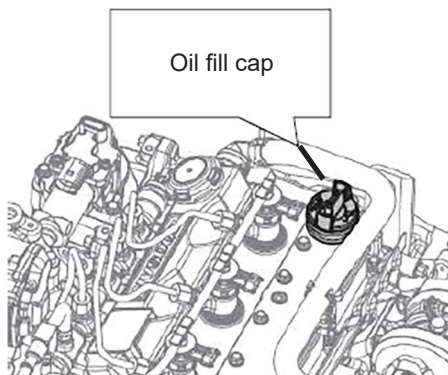
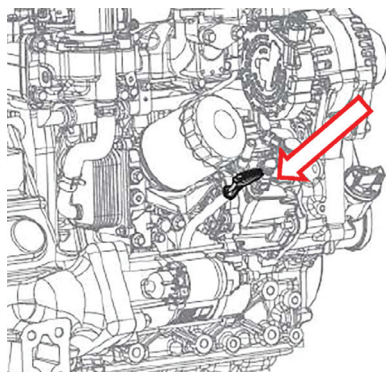
#### NOTE: DO NOT OVERFILL

After adding oil, wait more than 5 minutes and check the oil level again. It takes some time for the oil to drain down into the oil pan.

- Check condition of engine oil. If contaminated, replace with new oil.

Ensure foreign substances to not flow into the engine when replenishing engine oil. Exceeding the upper limit of the dipstick may cause engine damage. If you have exceeded the upper limit, drain until the engine oil level is indicated between the upper and lower limits on the dipstick.

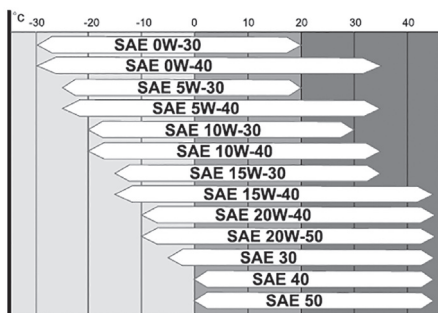
Do not use unspecified engine oil additives.



## Engine Oil Change



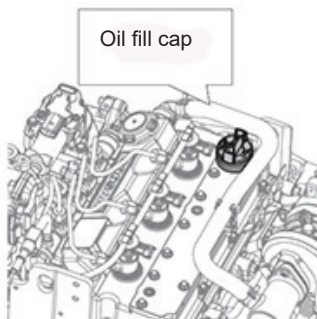
### WARNING



**NOTE:** Engine oil must have properties of API CJ classification CJ grades or higher and SAE viscosity grade in accordance with the ambient temperature, in which vehicle is mainly operated.

Ensure UTV is parked on a flat level surface with parking brake engaged.

- The engine should be warmed to a minimum temperature of 104°F (40°C).
- Remove rear seats from both sides. (Four bolts in each seat) (if applicable).
- Remove the engine compartment cover and the floor access panels.
- Using a vacuum pump, remove the engine oil through the dipstick or drain the oil through the drain plug in the crankcase by first placing a container below.
- Using oil filter wrench, remove oil filter.
- Replace crankcase plug if oil was drained using this method. Tighten to 21 ft lb (27 Nm).
- Apply light film of oil to the sealing gasket on the oil filter. Install filter by hand. Tighten to 12-14 ft lb (16-20 Nm).
- Remove oil fill cap and add specified amount of oil. **NOTE: Do not overfill.**
- Replace oil fill cap.
- Replace floor access panels, engine compartment cover and seats.



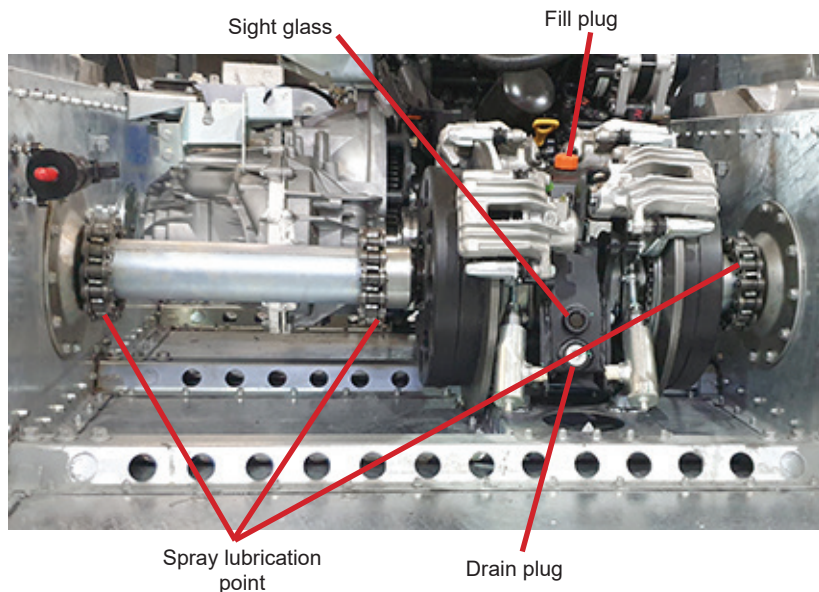
## Steering Mechanism Oil Change



### WARNING

Ensure UTV is parked on a flat level surface with parking brake engaged.

- Remove rear seats from both sides. (Four bolts in each seat) (if applicable).
- Remove the engine compartment cover and the floor access panels.
- Position waste container below steering mechanism. Remove the drain plug and drain the oil.
- After draining is complete, replace drain plug. Tighten securely.
- Remove fill cap and add specified amount of oil (3.7 qt. (3.5 L) 75w80 GL4 MT1).  
**NOTE: Do not overfill.**
- Replace fill cap.
- Check oil level through sight glass.
- Tighten securely.
- Replace floor access panels, engine compartment cover and seats.



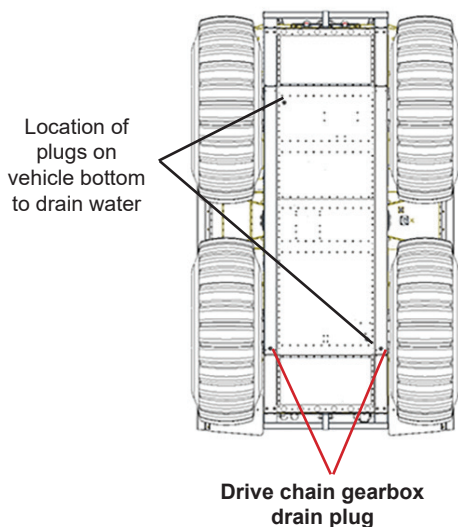
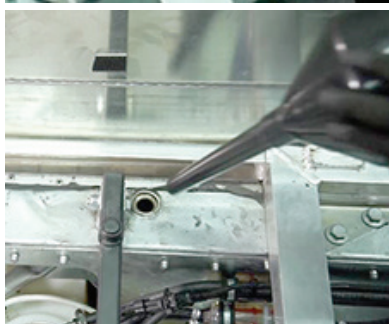
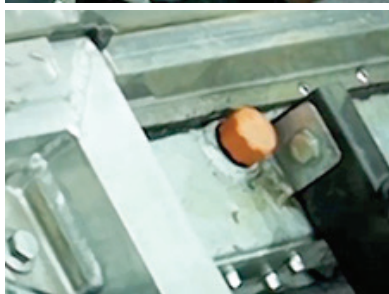
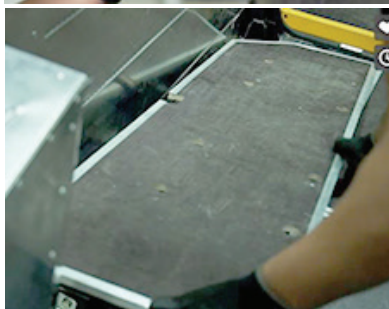
## Drive Chain (Gearbox) Oil Change



### WARNING

Ensure UTV is parked on a flat level surface, gearbox in first gear with parking brake engaged and wheels chocked.

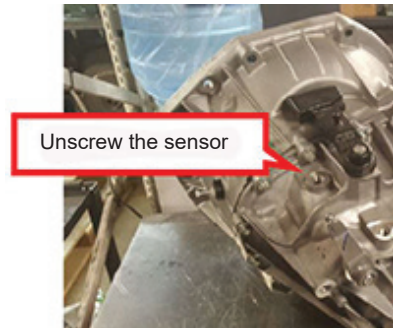
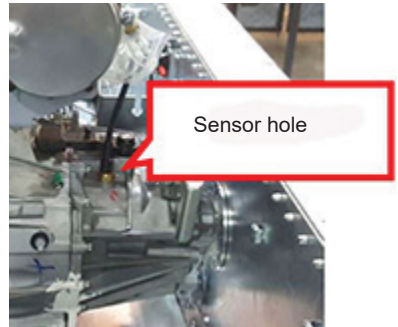
- Position waste container (min. 13 qt (12 L) below the vehicle).  
Remove the drive chain gearbox drain plug and drain the oil.
- After draining is complete, replace drain plug. Tighten securely.
- Remove rear seats from both sides. (Four bolts in each seat) (if applicable).
- Remove the engine compartment cover and the floor access panels.
- Remove fill cap and add appropriate amount of gearbox oil (12.6 qt (12 L) to each side, both LEFT and RIGHT sides.
- To check oil level, park vehicle on a flat, level surface. Using the fill port and a stiff, rigid straight edge long enough to reach the bottom of the drive chain gearbox, oil level should be 1 ¾ to 2" up from the bottom of of the straight edge. Adjust if necessary.
- Replace fill caps. Tighten securely.
- Replace floor access panels, engine compartment cover and seats.



## Transmission (Gearbox) Oil Change

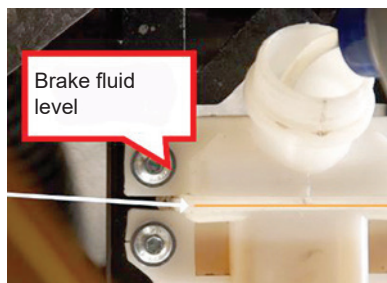
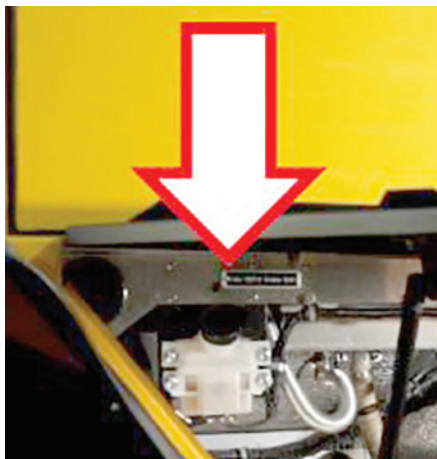
Ensure UTV is parked on a flat level surface with parking brake engaged.

- The engine should be warmed to a minimum temperature of 104°F (40°C).
- Remove rear seats from both sides. (Four bolts in each seat) (if applicable).
- Remove the engine compartment cover and floor access panels.
- Remove reverse sensor.
- Using a vacuum pump, remove the transmission (gearbox) oil through the reverse sensor hole.
- Add specified amount of oil.  
**NOTE: Do not overfill.**
- Replace reverse sensor. Tighten securely.
- Replace floor access panels, engine compartment cover and seats.



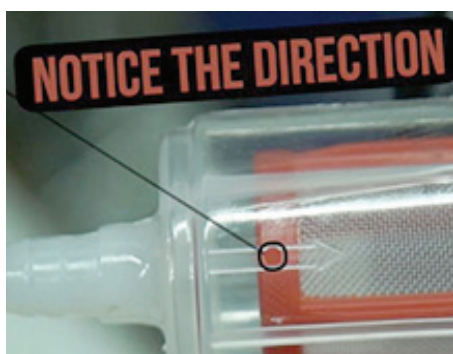
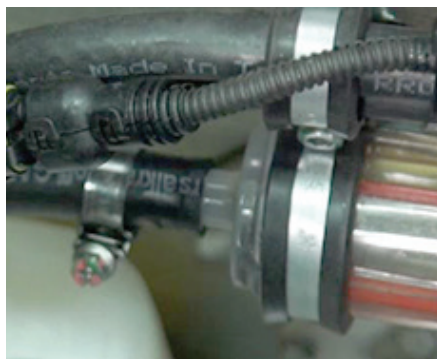
## Brake Fluid Maintenance

The brake fluid reservoir is located on the left side of the UTV. Access the reservoir by raising the side grill from the outside. Use brake fluid (DOT4) if reservoir is low.



## In-Line Fuel Filter Replacement (if applicable)

- Remove left side rear seat(s). (Four bolts in each seat) (if applicable).
- Remove the floor access panels.
- Remove the two screw clamps securing the filter to the chassis. Note the direction of the fuel flow on the filter.
- Loosen two clamps on each end of the fuel filter; then remove filter from fuel line.
- Replace with new filter. Ensure fuel flow direction is correct. Push fuel filter into fuel lines until properly seated. Tighten fuel line clamps securely.
- Replace two screw clamps securing filter to chassis. Tighten securely.
- Replace floor access panels and seats.



## Pre-Fuel Filter / Water Seperator Filter Replacement

To access the filter:

- Remove left side rear seat(s). (Four bolts in each seat) (if applicable).
- Remove the floor access panels.
- Unplug the water sensor and remove filter. NOTE: Some models may not have the water sensor on this filter.
- Remove water sensor and install into the new filter. Fill the new filter with clean fuel. Apply some clean fuel to the sealing ring of the new filter and install. Tighten securely.
- Connect the water sensor plug if removed in previous step.



Water Sensor

## Fine Fuel Filter Replacement

The fine fuel filter is located on the left side of the UTV. Access the filter by raising the side grill from the outside.

- Unplug the water sensor and remove filter.
- Remove water sensor and install into the new filter, apply some clean fuel to the sealing ring of the new filter and install. Tighten securely.
- Connect the water sensor plug.



### To bleed the fuel system:

- Loosen the bleed screw, pump several times until full flow without air bubbles, tighten bleed screw.

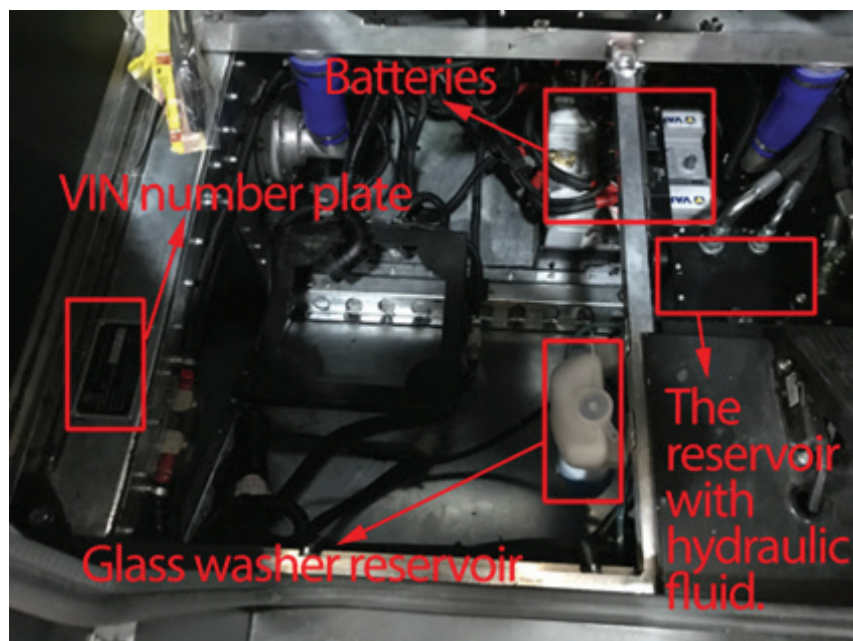
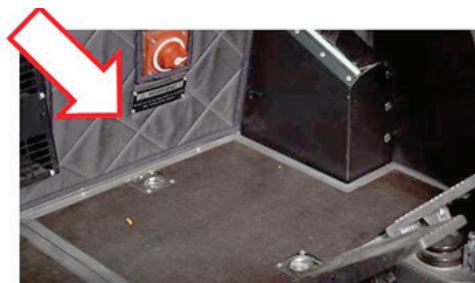


Bleed Screw



## Batteries / Washer / Hydraulic Reservoir

Batteries, windshield wiper washer and hydraulic reservoir are located in the cabin under the driver and passenger floorboards. To access, lift the passenger side floor access panel and remove, then slide the driver's side panel towards the open area to remove.



## Coolant Change

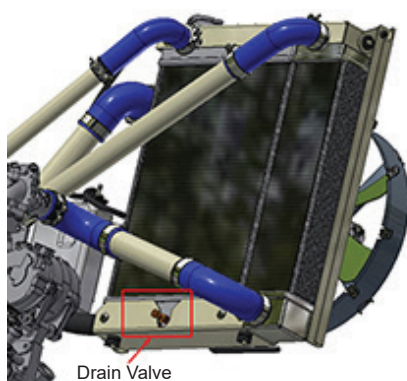
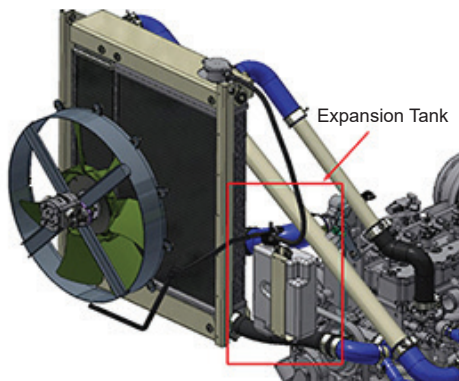


### WARNING

To prevent personal injury, DO NOT remove the expansion tank cap while coolant is hot.

#### To change the coolant:

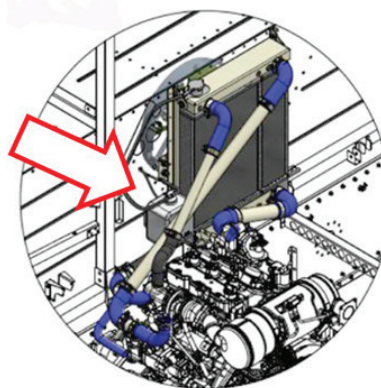
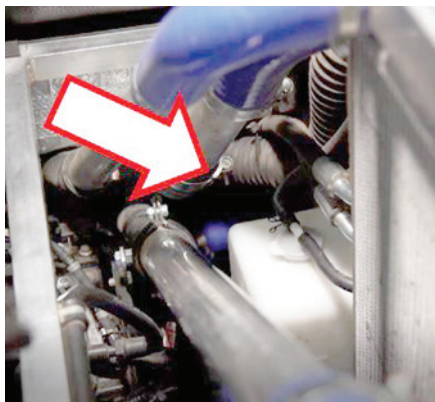
- Set the heater valve in an open position.
- Remove radiator shroud.
- Remove cap on the expansion tank.
- Place a suitable container underneath vehicle, open the valve on the bottom of the radiator and wait until the coolant completely drains.



## Coolant Refill

For refilling the coolant, complete following steps:

- Rotate heater valve to the open position.
- Remove the cap of the expansion tank.
- Fill the system with fully formulated premixed coolant or with a 50/50 mixture of high-quality water and fully formulated concentrated (ethylene glycol) antifreeze to the fill mark on the tank.



## Wheels and Tires - General Provisions

Mounting tires on the drive wheel can be performed by a qualified installer in compliance with generally accepted mounting safety regulations. Only serviceable, clean and dry tires and rims can be mounted.

Before installation, tires stored at temperatures below 32°F (0°C) shall be kept at temperatures above 32°F (0°C) for 3-5 hours.

Before mounting, tires shall be inspected outside and inside. Any foreign object in the tire must be removed.

### **The following tires may not be mounted and operated:**

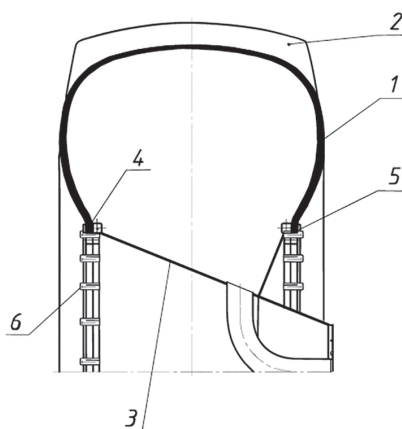
- with stretched (distorted) beads, beadlock fracture or destruction
- with tread separation
- cracking, checking
- under prolonged impact of petroleum products (oil, gasoline, kerosene, petroleum), or other substances that cause rubber swelling
- with through-tire damages
- with blisters on the sealing layer
- with cords and rubber layering
- with translucence of yarn through the rubber

Through damages must be repaired with the help of tubeless tire repair kit in compliance with instruction attached.

- 1 - tire
- 2 - tire tread
- 3 - outside wheel cone
- 4 - tire bead
- 5 - beadlock
- 6 - screw

Do not install wheels with deformations, cracks, burrs and rust on the wheel parts contacting with tire, as well as cracked welding joints in wheel cones.

Wheel surfaces contacting with tire must be cleaned of rust and painted with lacquer for metal.



## Dismounting Wheel Assembly

- Raise vehicle using suitable lift so all tires are off the ground.
- Deflate tires
- Place an identifying mark on the **OUTER** beadlock and a corresponding mark on the tire to ensure beadlock is installed in the original location.



### WARNING

**Remove any fuel from the auxiliary tank before removal of wheel. Using an auxiliary pump, transfer any fuel into a suitable container. Severe bodily injury may occur if fuel is not removed.**

- Remove **OUTER** beadlock from wheel.
- Remove fuel canister.
- Reinstall the **OUTER** beadlock using only half the bolts removed.
- Remove wheel lug nuts.
- Remove wheel/tire assembly from drive hub. (Assistance may be required).

**NOTE: Account for large O-ring that seals rim to the hub.**

## Mounting Wheel Assembly

- Grease the wheel hub bearing as you have good access to the grease zerk.
- Clean hub surface with a clean cloth.
- Remove wheel hub O-ring, clean and reapply grease.
- Clean wheel hub O-ring groove and reapply grease to groove.
- Reinstall O-ring into groove.
- Install wheel/tire assembly onto UTV drive hub and tighten wheel nuts to 207 ft·lb. (280 N·m). For uniform tightening, nuts must be tightened in a criss-cross pattern.
- Remove **OUTER** beadlock from wheel.
- Using a suitable scraper, remove any dried sealant residue from the wheel/tire mating surfaces.
- Thoroughly degrease mating surface.
- Using suggested sealant (blue RTV silicone gasket maker, or comparable sealant US No. 80628), apply a continuous 1/4" x 1/4" bead of sealant around the perimeter of the rim sealing surface.
- Reinstall fuel canister.
- Reinstall **OUTER** beadlock. Gradually tighten bolts in a criss-cross sequence. Torque bolts to 18.5-22.1 ft·lb (30-35 N·m). After bolts are tightened, there should be no gap between beadlock and wheel.
- Start engine and inflate tire.
- Remove lift.

## Tire Repair

**NOTE:** Depending on the size and type of the damage, tire repair can be performed without dismounting or removing the tire from the wheel or removing the wheel/tire assembly from the chassis in accordance with instructions supplied with the kit.

With Wheel assembly removed from vehicle:

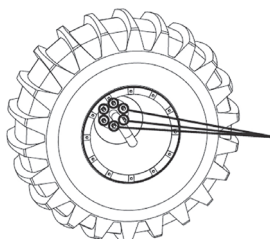
- Place an identifying mark on the **INNER** beadlock and a corresponding mark on the tire to ensure beadlock is installed in the original location.
- Remove **INNER** beadlock from wheel.
- Place wheel/tire assembly (inner side facing up) on a clean platform or floor surface.
- If necessary to remove the rim, lift rim out of the tire using tire irons as needed.
- Repair tire as necessary.
- With rim/tire assembly on clean platform or floor surface, insert rim fully inside the tire (with rim tilted), first with one bead seat, then the other. (Use tire irons if necessary).
- Using a suitable scraper, remove any dried sealant residue from the inner rim/tire mating surface.
- Thoroughly degrease mating surface.
- Using suggested sealant (blue RTV silicone gasket maker, or comparable sealant US No. 80628), apply a continuous 1/4" x 1/4" bead of sealant around the perimeter of the rim sealing surface.
- Reinstall **INNER** beadlock. Gradually tighten bolts in a criss-cross pattern. Torque bolts to 18.5 - 22.1 ft lb (30 - 35 Nm). After bolts are tightened, there should be no gap between beadlock and rim.
- Stand wheel assembly in a vertical position.
- See "Mounting Wheel Assembly"

## Tire Maintenance

Before driving the UTV it is necessary to:

- Check internal tire pressure and, if necessary, start the engine to bring the pressure to normal. Internal tire pressure measurement can be controlled with digital meter (manometer) installed in the cabin.
- Carefully inspect tires and rims. Remove any foreign objects (stones, nails, etc.).
- It is recommended to have tire repairs performed by an authorized ARGO dealer.
- Ensure all bolts attaching the beadlocks are present and ensure they are properly torqued. In case individual screws are absent, replace as necessary.
- Check the wheel attachment to the hubs and, if necessary, tighten the lugnuts.

## Wheel Lugnut Maintenance



Check the torque of the wheel bolts after 30 hours of operation.

Check the torque of the wheel bolts after each wheel removal - installation, then after 30 hours of operation. Tighten wheel nuts to 207 ft-lb. (280 Nm). For uniform tightening, nuts must be tightened next to one another.

## UTV Towing

Before towing UTV, ensure shift lever is in neutral mode. UTV can be towed by using a rigid tow bar.



### WARNING

**Do not tow vehicle with tires deflated below 1 psi (52 mmHg). Damage to the wheel and/or tire may occur.**

## Securing the UTV for Transportation

Securing the vehicle for transportation is your responsibility. Take it seriously. Follow all local, state, and federal rules and regulations.

Follow the below procedures:

- Position shift lever in first gear.
- Engage parking brake.
- Secure vehicle to transport platform (such as trailer deck). Recommend using at least one strap positioned over each of the four axles.

## UTV Storage

### CLEANING THE VEHICLE

Wash the vehicle body with a suitable outer body automotive detergent and rinse with water. Flush dirt out of the lower body by using a high pressure sprayer or garden hose after removing the drain plugs. After the bottom of the vehicle is dry, lubricate the steering drive chains with ARGO chain Lube. Ensure the hold drain plugs are replaced.

### STORING THE VEHICLE

When the vehicle is stored for an extended period, the following preparation is required:

#### Clean the Vehicle

Remove all dirt and water from the vehicle body as directed above.

Remove the hold drain plugs if the vehicle is not fully sheltered from the elements.



### CAUTION

*Any water accumulation in the vehicle will, over time, destroy chains, sprockets and bearings. Grease all bearings and flanges.*

### NOTE:

*Bearing corrosion due to inadequate preparation and lubrication for storage is the leading cause of premature bearing failure.*

#### Prepare the Battery for Storage

Remove the battery from the vehicle. Clean it and charge it with a battery charger. Coat the battery terminals with a multi-purpose grease to prevent corrosion. Store the battery in a cool dry place.



### WARNING

Do not store the battery near flames, sparks or any source of fire. Batteries can explode if exposed to flames or sparks, causing serious personal injury.

Recharge the battery monthly.

#### Protect the Electrical System

Spray the wiring harnesses and all the electrical connections with a silicone based lubricant (WD40 or equivalent) to prevent corrosion.

Carefully inspect the wiring for loose connections, bare wires or corrosion. Repair as necessary.

#### Raise the Vehicle

Place blocks under the front and rear of the vehicle to raise the tires off the ground. The blocks should be placed under the right and left corners of the front and rear bumpers to prevent body damage.

#### Preparing the Engine for Storage

Read the engine operator's manual and carry out all recommended storage procedures.

## **UTV Storage (continued)**

UTV shall be stored technically sound, fully equipped and ready for storage.

UTV's not planned to be operated/maintained for more than two months are subject to storage (preserving).

Before operation, vehicle stored must be de-preserved (remove grease from external surfaces with soft cloth, check generator drive belt, fill vehicle with cooling fluids, oils and fuel, adjust power system, start engine and perform control run during which all mechanisms and control and measuring devices operation must be checked and any damages detected must be repaired).

# SECTION 6

## Fault Codes

Engine fault codes are identified by the engine serial number.

Identifying the type of fuel system on the Dooson Engine:

Delphi system will start with “DL01”

Bosch system will start with “DM01”



|       |                                               |
|-------|-----------------------------------------------|
| P0102 | MAF sensor electrical low                     |
| P0103 | MAF sensor electrical high                    |
| P0107 | Manifold Pressure sensor electrical low       |
| P0108 | Manifold Pressure sensor electrical high      |
| P0111 | Intake Manifold Temperature plausibility      |
| P0112 | Intake Manifold Temperature sensor low        |
| P0113 | Intake Manifold Temperature sensor high       |
| P0114 | Intake Manifold Temperature sensor noisy      |
| P0116 | Coolant temperature plausibility              |
| P0117 | Coolant temperature sensor low                |
| P0118 | Coolant temperature sensor high               |
| P0181 | Fuel temperature plausibility                 |
| P0182 | Fuel temperature sensor low                   |
| P0183 | Fuel temperature sensor high                  |
| P0190 | Rail Pressure Sensor gradient                 |
| P0191 | Rail Pressure Sensor (Sensor drift at key-on) |
| P0192 | Rail Pressure Sensor low                      |
| P0193 | Rail Pressure Sensor high                     |
| P0195 | Oil temperature sensor signal                 |
| P0196 | Oil temperature plausibility                  |
| P0201 | Injector Open Circuit (Cylinder #1)           |
| P0202 | Injector Open Circuit (Cylinder #2)           |
| P0203 | Injector Open Circuit fault (Cylinder #3)     |
| P0251 | IMV control                                   |
| P0252 | RPC PWM error                                 |
| P0253 | RPC error (IMV current trim drift low/high)   |
| P0254 | RPC error (IMV current trim drift high/low)   |
| P0258 | RPC error (IMV current trim drift low/low)    |
| P0259 | RPC error (IMV current trim drift high/high)  |
| P025A | IMV drive electrical (OC)                     |
| P025C | IMV drive electrical (SCGND)                  |
| P025D | IMV drive electrical (SCVBATT)                |
| P0261 | Wiring harness resistance low (Cylinder #1)   |

### Delphi EFI System

|       |                                                                     |
|-------|---------------------------------------------------------------------|
| P0002 | Rail Pressure Control (RPC using IMV only)                          |
| P003  | Rail pressure control feedback low                                  |
| P0004 | Rail pressure control feedback high                                 |
| P0006 | Rail pressure control error (IMV resistance trim value is too low)  |
| P007  | Rail pressure control error (IMV resistance trim value is too high) |
| P0072 | Inlet Air Temperature sensor low                                    |
| P0073 | Inlet Air Temperature sensor high                                   |
| P0074 | Inlet Air Temperature sensor gradient                               |
| P0087 | Rail Pressure Sensor (pressure build up during cranking too slow)   |
| P0088 | Rail pressure control                                               |
| P0089 | Rail Pressure Control (RPC using Rail Discharge)                    |
| P00BC | MAF plausibility low                                                |
| P00BD | MAF plausibility high                                               |

|       |                                                             |                                  |                                                      |
|-------|-------------------------------------------------------------|----------------------------------|------------------------------------------------------|
| P0262 | Wiring harness resistance high (Cylinder #1)                | P0522                            | Oil pressure sensor low                              |
| P0264 | Wiring harness resistance low (Cylinder #2)                 | P0523                            | Oil pressure sensor high                             |
| P0265 | Wiring harness resistance high (Cylinder #2)                | P0524                            | Oil pressure remains low at engine run               |
| P0267 | Wiring harness resistance low (Cylinder #3)                 | P0545                            | Turbo in temperature sensor low                      |
| P0268 | Wiring harness resistance high (Cylinder #3)                | P0546                            | Turbo in temperature sensor high                     |
| P029B | Injector Minimum drive pulse drift (Cylinder #1)            | P0562                            | Battery voltage low                                  |
| P029F | Injector Minimum drive pulse drift (Cylinder #2)            | P0563                            | Battery voltage high                                 |
| P02A3 | Injector Minimum drive pulse drift (Cylinder #3)            | P0602                            | C2I data not programmed                              |
| P02EE | Injector Short Circuit (Cylinder #1)                        | P0603                            | ECU memory integrity (data/cal integrity)            |
| P02EF | Injector Short Circuit (Cylinder #2)                        | P0604                            | ECU memory integrity (RAM integrity)                 |
| P02F0 | Injector Short Circuit (Cylinder #3)                        | P0605                            | ECU memory integrity (code integrity)                |
| P0325 | Fault on the accelerometer 0 sensor decode circuit          | P0606<br>P0607<br>P060A<br>P060C | ECU safety monitoring                                |
| P0335 | Crank signal over speed                                     | P060B                            | ADC circuit                                          |
| P0339 | Crank signal (gap lost)                                     | P062D                            | Injector Bank 1 electric or SPI                      |
| P0340 | Cam signal last learned value is outside of limits          | P062E                            | Injector Bank 2 electric or SPI                      |
| P0341 | Cam signal drift higher than threshold                      | P062F                            | ECU non volatile memory                              |
| P0342 | Cam signal lost (no cam signal seen in 2 crank rotations)   | P0641                            | 5V Supply #1                                         |
| P0344 | CAM signal fault (missing event within the expected window) | P0651                            | 5V Supply #2                                         |
| P0371 | Crank signal is too close to the previous one               | P0685                            | Main relay stuck                                     |
| P0372 | Elapsed time between CPS events is too high                 | P068A                            | Main relay unexpected low state                      |
| P0374 | Crank signal lost(no CPS signal seen in 1 cam rotation)     | P0697                            | 5V Aux supply #2                                     |
| P037E | Glow plug feedback (OC / SCGND)                             | P0C17                            | EGR position learning (drifted)                      |
| P037F | Glow plug feedback (SCVBAT)                                 | P0C18                            | EGR position learning (wrong range)                  |
| P0380 | Glow plug relay electrical (OC)                             | P2080                            | Turbo in temperature plausibility                    |
| P0383 | Glow plug relay electrical (SCGND)                          | P2081                            | Turbo in temperature sensor noisy                    |
| P0384 | Glow plug relay electrical (SCVBAT)                         | P2143                            | EGR H-Bridge driver open circuit                     |
| P0401 | EGR control (airflow error too low)                         | P2144                            | EGR H-Bridge driver short circuit to ground          |
| P0402 | EGR control (airflow error too high)                        | P2145                            | EGR H-Bridge driver short circuit to battery voltage |
| P0404 | EGR position control                                        | P2228                            | Barometric pressure sensor electrical low            |
| P0406 | EGR actuator position feedback signal high                  | P2229                            | Barometric pressure sensor electrical high           |
| P0407 | EGR actuator position feedback signal low                   | P2266                            | Water in Fuel sensor electrical (SCGND)              |
| P046D | EGR actuator position feedback signal noisy                 | P2267                            | Water in Fuel sensor electrical (OC/ SCVBATT)        |
|       |                                                             | P2269                            | Water in Fuel Detected                               |
|       |                                                             | P2428                            | Exhaust over temperature                             |
|       |                                                             | U0100                            | CAN communication error: CAN bus confirmed off       |
|       |                                                             | U0140                            | J1939 CAN pedal fault                                |

## Bosch EFI System

|       |                                                                             |       |                                                                                        |
|-------|-----------------------------------------------------------------------------|-------|----------------------------------------------------------------------------------------|
| P0002 | Maximum positive deviation of rail pressure exceeded                        | P0183 | Fuel Temperature Sensor High                                                           |
| P0003 | Fuel Metering unit plausibility error in idle mode                          | P018F | Common rail pressure relief valve reached maximum allowed open time                    |
| P0004 | Fuel Metering unit plausibility error in overrun mode                       | P0192 | Rail pressure sensor Low                                                               |
| P000F | Common rail pressure relief valve is open                                   | P0193 | Rail pressure sensor High                                                              |
| P0072 | Environment Temperature Sensor Signal Low                                   | P01C2 | Fuel filter pressure sensor signal low                                                 |
| P0073 | Environment Temperature Sensor Signal High                                  | P01C3 | Fuel filter pressure sensor signal high                                                |
| P007C | Inlet air temperature sensor Low fault                                      | P01C4 | Fuel Filter Pressure low detection 1 - Warning                                         |
| P007D | Inlet air temperature sensor High fault                                     | P01C5 | Fuel Filter Pressure low detection 2 - Torque reduction                                |
| P0087 | Fuel Leakage is detected based on fuel quantity balance                     | P0201 | Injector Open circuit (Cylinder #1)                                                    |
| P009B | Common rail pressure relief valve reached maximum allowed opening count     | P0202 | Open load on the power stage for cylinder #2                                           |
| P009C | Common rail pressure relief valve Forced to open status (Pressure increase) | P0203 | Injector Open circuit (Cylinder #3)                                                    |
| P009D | Common rail pressure relief valve Forced to open status (Pressure shock)    | P0204 | Injector Open circuit (Cylinder #4)                                                    |
| P009F | Averaged rail pressure is outside the expected tolerance range              | P0215 | Engine shut off request through hardwire                                               |
| P00AC | Intake manifold temperature sensor Low                                      | P0218 | Timeout Error of CAN-Receive-Frame TRF1 (Transmission oil temperature)                 |
| P00AD | Intake manifold temperature sensor High                                     | P0219 | Engine over speed detection                                                            |
| P00BC | Intake manifold pressure low plausibility (Compressor out pressure too low) | P0221 | Hand pedal position track2 sensor High                                                 |
| P00BE | Sensitivity drift error low for Air mass flow sensor                        | P0222 | Accel pedal position track2 sensor Low                                                 |
| P0100 | Signal error of Air mass flow sensor                                        | P0223 | Accel pedal position track2 sensor High                                                |
| P0101 | Battery voltage error of Air mass flow sensor                               | P0224 | Hand pedal position track2 sensor Low                                                  |
| P0102 | Signal range check low error for raw value in Air mass flow sensor          | P0252 | Rail pressure too low for injection                                                    |
| P0103 | Signal range check high error for raw value in Air mass flow sensor         | P0254 | Maximum negative rail pressure deviation with metering unit on lower limit is exceeded |
| P0107 | Intake Manifold Pressure Sensor Low                                         | P025A | Fuel metering unit Open circuit                                                        |
| P0108 | Intake Manifold Pressure Sensor High                                        | P025B | Fuel metering unit Over temperature                                                    |
| P0117 | Coolant Temperature Sensor Low                                              | P025C | Fuel metering unit Short circuit to Ground                                             |
| P0118 | Coolant Temperature Sensor High                                             | P025D | Fuel metering unit Short circuit to Battery                                            |
| P011E | Coolant Temperature Plausibility                                            | P028A | PWM FAN Output open circuit                                                            |
| P0121 | Hand pedal position track1 sensor High                                      | P028D | PWM FAN Output short to ground circuit                                                 |
| P0122 | Accel pedal position track1 sensor Low                                      | P028E | PWM FAN Output short to battery circuit                                                |
| P0123 | Accel pedal position track1 sensor High                                     | P02E0 | Throttle valve H-Bridge Driver Open Circuit                                            |
| P0124 | Hand pedal position track1 sensor Low                                       | P02E2 | Throttle valve H-Bridge Driver Short circuit to ground                                 |
| P0182 | Fuel Temperature Sensor Low                                                 | P02E3 | Throttle valve H-Bridge Driver Short circuit to battery                                |
|       |                                                                             | P02E4 | Throttle valve Position Open jammed                                                    |
|       |                                                                             | P02E5 | Throttle valve Position Closed jammed                                                  |
|       |                                                                             | P02E7 | Throttle valve Close Position Learning Drift                                           |

|       |                                                                   |       |                                                                              |
|-------|-------------------------------------------------------------------|-------|------------------------------------------------------------------------------|
| P02E8 | Throttle valve Position Sensor Low                                | P056D | DEF Supply module PWM signal                                                 |
| P02E9 | Throttle valve Position Sensor High                               | P0591 | PTO (Idle up) Lamp Open circuit                                              |
| P02EA | Throttle valve Close Position Learning Drift Fault for long time  | P0592 | PTO (Idle up) Lamp Short to Ground                                           |
| P02EB | Throttle valve Close Position Learning Drift Fault for short time | P0593 | PTO (Idle up) Lamp Short to Battery                                          |
| P02EE | Injector Short circuit (Cylinder #1)                              | P05ED | DEF heater line circuit Short circuit to battery                             |
| P02EF | Injector Short circuit (Cylinder #2)                              | P060B | ECU ADC(Analog to Digital Convertor) NTP(Null Load Test Pulse) Monitoring    |
| P02F0 | Injector Short circuit (Cylinder #3)                              | P060C | ECU query response-communication error                                       |
| P02F1 | Injector Short circuit (Cylinder #4)                              | P0615 | Starter relay HS output open circuit                                         |
| P0340 | Cam Signal Drift                                                  | P0616 | Starter relay HS power stage output short circuit to ground                  |
| P0342 | Cam Signal Lost                                                   | P0617 | Starter relay HS power stage output short circuit to battery                 |
| P0344 | Cam Signal disturbed                                              | P062D | Injector bank 1st Short circuit                                              |
| P0372 | Crank Signal disturbed                                            | P062E | Injector bank 2nd Short circuit                                              |
| P0374 | Cranks No signal error                                            | P062F | ECU EEPROM Read Error                                                        |
| P0380 | Glow plug Relay driver Open circuit                               | P0630 | ECU EEPROM Write Error                                                       |
| P0381 | Glow plug Lamp Open circuit                                       | P0640 | Glowplug relay plausibility (Not operation)                                  |
| P0383 | Glow plug Relay driver Short circuit to Ground                    | P0641 | ECU Sensor Supply (5V) Overvoltage monitoring error                          |
| P0384 | Glow plug Relay driver Short circuit to Battery                   | P0642 | ECU Sensor Supply (5V) Undervoltage monitoring error                         |
| P0406 | EGR Position Sensor High                                          | P0657 | ECU Sensor Supply (5V)1 Short circuit to ground                              |
| P0407 | EGR Position Sensor Low                                           | P0658 | ECU Sensor Supply (5V)1 Under voltage                                        |
| P0408 | Maximum EGR rate governor deviation                               | P0659 | ECU Sensor Supply (5V)1 Over voltage                                         |
| P0421 | DOC Exothermal Efficiency                                         | P0669 | ECU temperature High                                                         |
| P042E | EGR Position Open jammed                                          | P0685 | ECU Main relay Stuck                                                         |
| P042F | EGR Position Closed jammed                                        | P068A | ECU Main relay Early opening                                                 |
| P0512 | Starter switch stuck (Cranking request is too long)               | P06AD | ECU temperature sensor Low (Short circuit to ground)                         |
| P0522 | Engine Oil Pressure Sensor Low                                    | P06AE | ECU temperature sensor High (Short circuit to battery)                       |
| P0523 | Engine Oil Pressure Sensor High                                   | P06F0 | DEF Supply module temperature duty cycle in failure range                    |
| P0527 | Fan speed signal long period fault path                           | P06F1 | Diagnostic Fault Check for DEF supply module duty cycle in the invalid range |
| P0528 | Fan speed too high                                                | P0C17 | EGR Close Position Learning Range Over                                       |
| P0529 | Fan speed too low                                                 | P0C18 | EGR Close Position Learning Drift Fault for long time                        |
| P0544 | Turbine inlet temperature Plausibility                            | P0C19 | EGR Close Position Learning Drift Fault for short time                       |
| P0545 | Turbine inlet temperature sensor Low                              | P1012 | MoF(Monitoring of Function) Accel pedal position error                       |
| P0546 | Turbine inlet temperature sensor High                             |       |                                                                              |
| P055B | Oil Pressure Warning Lamp Open circuit                            |       |                                                                              |
| P055C | Short circuit to ground error of oil pressure lamp                |       |                                                                              |
| P055D | Oil Pressure Warning Lamp Short to Battery                        |       |                                                                              |
| P0562 | Battery Voltage Signal Range Min                                  |       |                                                                              |
| P0563 | Battery Voltage Signal Range Max                                  |       |                                                                              |

|       |                                                                                |       |                                                                                     |
|-------|--------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|
| P1013 | MoF(Monitoring of Function) Engine speed error                                 | P12E6 | SCR Inducement Fault Level 2 (Group 1 - EGR Block)                                  |
| P1014 | MoF(Monitoring of Function) Injector energizing time error                     | P12E7 | SCR Inducement Fault Level 3 Final inducement (Group 1 - EGR Block)                 |
| P1015 | MoF(Monitoring of Function) Injector SOE(Start of energizing) error            | P12E8 | SCR Inducement Fault Warning (Group 1 - EGR Block)                                  |
| P1016 | MoF(Monitoring of Function) Injector ZFC(zero fuel quantity calibration) error | P12E9 | SCR Inducement Fault Level 1 (Group 2 – Dosing Interrupt)                           |
| P1018 | MoF(Monitoring of Function) Post2 injection shut off error                     | P12EA | SCR Inducement Fault Level 2 (Group 2 – Dosing Interrupt)                           |
| P1019 | MoF(Monitoring of Function) Post3 injection quantity                           | P12EB | SCR Inducement Fault Level 3 Final inducement (Group 2 – Dosing Interrupt)          |
| P101A | MoF(Monitoring of Function) Over Run error                                     | P12EC | SCR Inducement Fault Warning (Group 2 – Dosing Interrupt)                           |
| P101B | MoF(Monitoring of Function) injection quantity correction error                | P12F2 | SCR Inducement Fault Level 1 (Group 4 – DEF Quality)                                |
| P101C | MoF(Monitoring of Function) Rail pressure error                                | P12F3 | SCR Inducement Fault Level 2 (Group 4 – DEF Quality)                                |
| P101D | MoF(Monitoring of Function) Torque comparison error                            | P12F4 | SCR Inducement Fault Level 3 Final inducement (Group 4 – DEF Quality)               |
| P1021 | MoF(Monitoring of Function) Hand pedal position error                          | P12F5 | SCR Inducement Fault Warning (Group 4 – DEF Quality)                                |
| P1022 | MoF(Monitoring of Function) Starter error                                      | P12F6 | SCR Inducement Fault Level 1 (Group 5 – Tampering)                                  |
| P1033 | DPF(SDPF) inlet temperature High                                               | P12F7 | SCR Inducement Fault Level 2 (Group 5 – Tampering)                                  |
| P1044 | DEF Tank Temperature sensor Low plausibility                                   | P12F8 | SCR Inducement Fault Level 3 Final inducement (Group 5 – Tampering)                 |
| P1045 | DEF Tank Temperature sensor High plausibility                                  | P12F9 | SCR Inducement Fault Warning (Group 5 – Tampering)                                  |
| P106C | DEF Quality Too Low                                                            | P1303 | SCR inducement Repeat offense Level 1                                               |
| P106D | DEF Quality Too High                                                           | P1304 | SCR Inducement Repeat offense Level 2                                               |
| P106E | DEF Quality failure status too long (Tampering)                                | P1305 | SCR Inducement Repeat offense Level 3 Final inducement                              |
| P1073 | Environment Temperature Too High                                               | P1450 | DEF Overpressure error at METERINGCONTROL (DEF pump pressure is too high)           |
| P107D | Inlet air temperature High                                                     | P1451 | DEF Underpressure error at METERINGCONTROL (DEF pump pressure is too low)           |
| P108A | DEF Supply Pump Motor Speed Deviation                                          | P1452 | DEF Overpressure error regardless of the state                                      |
| P108B | DEF Supply Pump Motor Speed Deviation Permanent                                | P1453 | DEF pressure stabilization error at DETECTIONMODE (DEF pump pressure is not stable) |
| P108C | DEF Supply Pump Motor No activation                                            | P1454 | DPF differential pressure too low fault                                             |
| P10AD | Intake manifold temperature High                                               | P1457 | DEF pressure build up error at PRESSUREBUILDUP (DEF pump pressure is too low)       |
| P1118 | Coolant high temperature                                                       |       |                                                                                     |
| P1183 | Fuel temperature high                                                          |       |                                                                                     |
| P1227 | DEF Tank temperature plausibility (Insufficient temperature increment)         |       |                                                                                     |
| P1230 | DEF Tank Level Signal error                                                    |       |                                                                                     |
| P12E5 | SCR Inducement Fault Level 1 (Group 1 - EGR Block)                             |       |                                                                                     |

|       |                                                                                                 |       |                                                                                         |
|-------|-------------------------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------------|
| P1458 | DEF pressure build up error at PRESSURE BUILD UP Permanent fault (DEF pump pressure is too low) | P1684 | ECU Sensor Supply (5V) 3 voltage                                                        |
| P1459 | DEF Pressure reduction error at PRESSUREREDUCTION (Detected an insufficient pressure drop)      | P1893 | DEF backflow Line plausibility error at DETECTIONMODE (Does not detect a pressure drop) |
| P1460 | DEF underpressure error at AFTERRUN_PRESSURECOMPENSATION                                        | P1904 | Glow plug Lamp Short to Ground                                                          |
| P1461 | DEF Reverting valve is blocked (Detected an insufficient pressure drop)                         | P1906 | DPF lamp 3 (DPF regeneration switch inhibit lamp) Open circuit                          |
| P1522 | Engine Oil Pressure Too Low                                                                     | P1907 | DPF lamp 3 (DPF regeneration switch inhibit lamp) Short to Ground                       |
| P1546 | Turbine inlet temperature High                                                                  | P1908 | DPF lamp 3 (DPF regeneration switch inhibit lamp) Short to Battery                      |
| P1562 | Battery Voltage Low (Warning)                                                                   | P190B | Maximum rail pressure exceeded                                                          |
| P1563 | Battery Voltage High (Warning)                                                                  | P190C | Minimum rail pressure exceeded                                                          |
| P1564 | Powerstage diagnosis disabled due to high Battery voltage                                       | P192E | CE (Check engine) Lamp Open circuit                                                     |
| P1565 | Powerstage diagnosis could be disabled due to low Battery voltage                               | P192F | CE (Check engine) Lamp Short to Ground                                                  |
| P160B | CY327(Power control chipset) SPI (Serial Peripheral Interface Bus) Communication Error          | P1931 | CE (Check engine) Lamp Short to Battery                                                 |
| P160C | ECU ADC(Analog to Digital Convertor) Test error                                                 | P1934 | Pressure relief valve (PRV) failure                                                     |
| P160D | ECU ADC(Analog to Digital Convertor) Voltage ratio error                                        | P193A | Rail pressure jittering activation for injector deposit removal                         |
| P160E | ECU SPI (Serial Peripheral Interface Bus) communication error                                   | P193B | Rail pressure jittering activation maximum time reached                                 |
| P160F | ECU ROM Memory multiple error                                                                   | P202E | DEF dosing valve actuator Over temperature                                              |
| P1610 | ECU MM(Monitoring Module) Synchronization Loss during Shut-off path test                        | P2032 | DPF(SDPF) inlet temperature sensor Low                                                  |
| P1611 | ECU Shut-off path test error                                                                    | P2033 | DPF(SDPF) inlet temperature sensor High                                                 |
| P1612 | ECU Wrong set response time error during shut off path test                                     | P2034 | DPF(SDPF) inlet temperature Plausibility                                                |
| P1613 | ECU Too many SPI (Serial Peripheral Interface Bus) errors during shut off path test             | P203A | DEF Level Sensor Open circuit                                                           |
| P1614 | ECU Undervoltage error during Shut-off path test                                                | P203F | DEF Tank level is empty                                                                 |
| P1615 | ECU WDA working error during Shut-off path test                                                 | P2041 | DEF Level Sensor Short circuit                                                          |
| P1616 | ECU OS Timeout error during Shut-off path test                                                  | P2046 | DEF Temperature Sensor Short circuit                                                    |
| P1617 | ECU Positive test failure error during Shut- off path test                                      | P2047 | DEF dosing valve actuator Short circuit to battery                                      |
| P1618 | ECU Shut-off path test timeout fault                                                            | P2048 | DEF dosing valve actuator Short circuit to ground                                       |
| P1619 | ECU Overvoltage error during Shut-off path test                                                 | P2049 | DEF dosing valve actuator Open Circuit                                                  |
| P1657 | ECU Sensor Supply (5V) 1 voltage                                                                | P204A | DEF pressure check error at DETECTIONMODE (Detected an insufficient pressure drop)      |
| P1669 | ECU Sensor Supply (5V) 2 voltage                                                                | P204C | DEF Supply Pump pressure sensor Low                                                     |
|       |                                                                                                 | P204D | DEF Supply Pump pressure sensor High                                                    |
|       |                                                                                                 | P2050 | DEF dosing valve actuator HS(High side) Short circuit to battery                        |

|       |                                                                  |       |                                                                                      |
|-------|------------------------------------------------------------------|-------|--------------------------------------------------------------------------------------|
| P2051 | DEF dosing valve actuator HS(High side) Short circuit to ground  | P20C1 | DEF Backflow line heater relay output Open circuit                                   |
| P205E | DEF Tank temperature overheated                                  | P20C2 | DEF Backflow line heater feedback plausibility                                       |
| P208A | DEF Supply Pump Motor Signal Open circuit                        | P20C3 | DEF Backflow line heater relay output Short circuit to ground                        |
| P208B | DEF Supply Pump Motor Signal Over temperature                    | P20C4 | DEF Backflow line heater relay output Short circuit to battery                       |
| P208C | DEF Supply Pump Motor Signal Short circuit to ground             | P20C5 | DEF Suction line heater relay output Open circuit                                    |
| P208D | DEF Supply Pump Motor Signal Short circuit to battery            | P20C6 | DEF Suction line heater feedback plausibility                                        |
| P208E | DEF Dosing valve is blocked                                      | P20C7 | DEF Suction line heater relay output Short circuit to ground                         |
| P20A0 | DEF Reverting valve output Open circuit                          | P20C8 | DEF Suction line heater relay output Short circuit to battery                        |
| P20A1 | DEF Reverting valve output Over temperature                      | P20EE | SCR Efficiency Too low                                                               |
| P20A2 | DEF Reverting valve output Short circuit to ground               | P20FF | DEF Supply module time period outside specified range                                |
| P20A3 | DEF Reverting valve output Short circuit to battery              | P2135 | Accel pedal position sensor plausibility (Not synchronism between track1 and track2) |
| P20A5 | DEF Reverting valve Pressure drop plausibility                   | P2136 | Hand pedal position sensor plausibility (Not synchronism between track1 and track2)  |
| P20AC | DEF Supply module heater temperature duty cycle in failure range | P213E | Injection cut off demand (ICO) for shut off coordinator                              |
| P20AD | DEF Supply module heater temperature duty cycle in invalid range | P2143 | EGR H-Bridge Driver Open Circuit                                                     |
| P20B0 | DEF Supply module temperature measurement non-availability       | P2144 | EGR H-Bridge Driver Short circuit to ground (Out1)                                   |
| P20B1 | DEF Tank heating coolant valve output Open circuit               | P2145 | EGR H-Bridge Driver Short circuit to battery (Out1)                                  |
| P20B3 | DEF Tank heating coolant valve output Short circuit to ground    | P214F | DEF Supply module heater circuit Open circuit                                        |
| P20B4 | DEF Tank heating coolant valve output Short circuit to battery   | P215E | DEF Suction line heater circuit Open circuit or Short circuit to ground              |
| P20B9 | DEF Supply module heater relay output Open circuit               | P215F | DEF Suction line heater circuit Open circuit                                         |
| P20BA | DEF Supply module heater feedback plausibility                   | P21C2 | DEF Main heater relay output Open circuit                                            |
| P20BB | DEF Supply module heater relay output Short circuit to ground    | P21C3 | DEF Main heater relay output Short circuit to ground                                 |
| P20BC | DEF Supply module heater relay output Short circuit to battery   | P21C4 | DEF Main heater relay output Short circuit to battery                                |
| P20BD | DEF Pressure line heater relay output Open circuit               | P21C7 | SCR system Main relay open circuit                                                   |
| P20BE | DEF Pressure line heater feedback plausibility                   | P21C8 | SCR system Main relay short circuit to ground                                        |
| P20BF | DEF Pressure line heater relay output Short circuit to ground    | P21C9 | SCR system Main relay short circuit to battery                                       |
| P20C0 | DEF Pressure line heater relay output Short circuit to battery   |       |                                                                                      |

|       |                                                                                                            |
|-------|------------------------------------------------------------------------------------------------------------|
| P21DD | DEF Supply module heater circuit Open circuit or Short circuit to ground                                   |
| P2202 | NOx sensor Short circuit (Upstream NOx sensor)                                                             |
| P2203 | NOx sensor Open circuit (Upstream NOx sensor)                                                              |
| P2215 | NOx sensor Short circuit (Downstream NOx sensor)                                                           |
| P2216 | NOx sensor Open circuit (Downstream NOx sensor)                                                            |
| P221C | DEF Pressure line heater circuit Open circuit or Short circuit to ground                                   |
| P221D | DEF Pressure line heater circuit Open circuit                                                              |
| P221E | DEF Backflow line heater circuit Open circuit or Short circuit to ground                                   |
| P221F | DEF Backflow line heater circuit Open circuit                                                              |
| P2228 | Atmospheric Pressure Sensor Low                                                                            |
| P2229 | Atmospheric Pressure Sensor High                                                                           |
| P2265 | Water in fuel detected – Torque de-rate step (After 20min)                                                 |
| P2266 | Water In Fuel Sensor signal range low                                                                      |
| P2267 | Water In Fuel Sensor signal range high                                                                     |
| P2269 | Water in fuel detected – Warning step                                                                      |
| P2381 | Glow plug Lamp Short to Battery                                                                            |
| P2383 | NOx sensor Mounting Error (Upstream NOx sensor)                                                            |
| P2384 | NOx sensor Mounting Error (Downstream NOx sensor)                                                          |
| P2395 | NOx sensor signal high (Upstream NOx sensor)                                                               |
| P2396 | NOx sensor signal high (Downstream NOx sensor)                                                             |
| P2397 | NOx sensor signal low (Upstream NOx sensor)                                                                |
| P2398 | NOx sensor signal low (Downstream NOx sensor)                                                              |
| P23A7 | Linear Lambda signal high (Upstream NOx sensor)                                                            |
| P23A8 | Linear Lambda signal high (Downstream NOx sensor)                                                          |
| P23B2 | DEF Supply module heater plausibility (Insufficient temperature increment)                                 |
| P23B3 | DEF Supply module heater temperature plausibility (Insufficient temperature increment)                     |
| P23B4 | DEF Supply module heater temperature plausibility fault at cold start (Insufficient temperature increment) |

|       |                                                                                               |
|-------|-----------------------------------------------------------------------------------------------|
| P23B5 | DEF Supply module temperature plausibility (Insufficient temperature increment)               |
| P23B6 | DEF Supply module temperature plausibility at cold start (Insufficient temperature increment) |
| P242F | DPF Ash loading High (Ash cleaning is needed)                                                 |
| P2454 | DPF differential pressure sensor Low                                                          |
| P2455 | DPF differential pressure sensor High                                                         |
| P2463 | DPF Soot mass high status (> 110%)                                                            |
| P246C | DPF differential pressure too high                                                            |
| P24A3 | DPF Soot mass too high status (> 120%)                                                        |
| P2505 | ECU over temperature for SCR Monitoring                                                       |
| P2506 | ECU Software Reset 0 fault                                                                    |
| P2507 | "ABE active" report due to undervoltage detection                                             |
| P2508 | "ABE active" report due to overvoltage detection                                              |
| P2509 | "WDA active" report due to errors in query- response communication                            |
| P250A | Oil combination (Level and temperature) sensor itself open or short circuit error             |
| P250C | Oil combination (Level and temperature) signal short circuit to ground error                  |
| P250D | Oil combination (Level and temperature) signal short circuit to battery error                 |
| P250F | Engine oil level is too low (Low step3)                                                       |
| P2511 | "WDA/ABE active" report due to unknown reason                                                 |
| P25BA | DPF regeneration inhibit & enable switch plausibility (Hardwire)                              |
| P25BB | DPF regeneration enable switch Short to Battery (Hardwire)                                    |
| P25BC | DPF regeneration inhibit switch Short to Battery (Hardwire)                                   |
| P260E | DPF lamp 1 (DPF regeneration switch enable lamp) Open circuit                                 |
| P260F | DPF lamp 1 (DPF regeneration switch enable lamp) Short to Ground                              |
| P2611 | DPF lamp 1 (DPF regeneration switch enable lamp) Short to Battery                             |
| P2632 | Electric fuel feed pump Output open circuit                                                   |
| P2633 | Electric fuel feed pump Output short to ground circuit                                        |
| P2634 | Electric fuel feed pump Output short to battery circuit                                       |

|       |                                                              |
|-------|--------------------------------------------------------------|
| P2635 | Electric fuel feed pump performance                          |
| P263D | DEF pressure line heater error (Perform afterrun)            |
| P2669 | ECU Sensor Supply (5V)2 Short circuit to ground              |
| P2670 | ECU Sensor Supply (5V)2 Under voltage                        |
| P2671 | ECU Sensor Supply (5V)2 Over voltage                         |
| P2684 | ECU Sensor Supply (5V)3 Short circuit to ground              |
| P2685 | ECU Sensor Supply (5V)3 Under voltage                        |
| P2686 | ECU Sensor Supply (5V)3 Over voltage                         |
| P268C | Injector Code(IQA) Program Missing (Cylinder#1)              |
| P268D | Injector Code(IQA) Program Missing (Cylinder#2)              |
| P268E | Injector Code(IQA) Program Missing (Cylinder#3)              |
| P268F | Injector Code(IQA) Program Missing (Cylinder#4)              |
| P26E4 | Starter relay LS power stage output open circuit             |
| P26E5 | Starter relay LS power stage output short circuit to ground  |
| P26E6 | Starter relay LS power stage output short circuit to battery |
| P273F | Transmission oil temperature high (CAN)                      |
| P274F | Transmission oil temperature high (H/W Switch)               |
| P2C11 | DEF dosing valve plausibility                                |
| P304C | DEF Supply Pump pressure sensor Low plausibility             |
| P304D | DEF Supply Pump pressure sensor High plausibility            |
| P3052 | DPF differential pressure drift                              |
| P30B1 | DEF Tank heating coolant valve output Over temperature       |
| P30B9 | DEF Supply module heater relay output Over temperature       |
| P30BD | DEF Pressure line heater relay output Over temperature       |
| P30C1 | DEF Backflow line heater relay output Over temperature       |
| P30C5 | DEF Suction line heater relay output Over temperature        |
| P31C5 | DEF Main heater relay output Over temperature                |
| P32EE | Injector High Low side Short circuit (Cylinder #1)           |

|       |                                                                                                                 |
|-------|-----------------------------------------------------------------------------------------------------------------|
| P32EF | Short circuit between high-side and low-side of the power stage (high-side non plausible error) for cylinder #2 |
| P32F0 | Injector High Low side Short circuit (Cylinder #3)                                                              |
| P32F1 | Short circuit between high-side and low-side of the power stage (high-side non plausible error) for cylinder #4 |
| P3506 | ECU Software Reset 1                                                                                            |
| P350D | Oil combination (Level and temperature) sensor timeout                                                          |
| P350F | Engine oil level is low (Low step2)                                                                             |
| P360E | DPF lamp 2 (DPF Regeneration Active Lamp) Open circuit                                                          |
| P360F | DPF lamp 2 (DPF Regeneration Active Lamp) Short to Ground                                                       |
| P3611 | DPF lamp 2 (DPF Regeneration Active Lamp) Short to Battery                                                      |
| U0028 | CAN bus off error                                                                                               |
| U0029 | CAN communication error                                                                                         |
| U010F | Timeout Error of CAN-Receive-Frame DPM1 (Air Conditioning Switch Status / Oil life reset)                       |
| U013C | Message Check Sum Error of CAN Receive Frame SMVCU (Pedal & Engine speed demand from VCU)                       |
| U01B7 | Timeout Error of CAN-Receive-Frame CM1 (Status of regeneration initiate and inhibit switches)                   |
| U01B8 | Timeout Error of CAN-Receive-Frame DPM9 (Multiple torque Map select switch)                                     |
| U01B9 | Timeout Error of CAN-Receive-Frame EBC1 (Engine shut off request)                                               |
| U029D | Timeout Error of CAN-Receive-Frame AT1IG1 (NOx Upstream Concentration)                                          |
| U029E | Timeout Error of CAN-Receive-Frame AT1O1 (NOx Downstream Concentration)                                         |
| U02A2 | Timeout Error of CAN-Receive-Frame A1DEF1 (DEF Tank)                                                            |
| U030D | NOx sensor heating error (Upstream NOx sensor)                                                                  |
| U030E | NOx sensor heating error (Downstream NOx sensor)                                                                |
| U043D | Message Counter Error of CAN Receive Frame SMVCU (Pedal & Engine speed demand from VCU)                         |
| U0606 | Timeout Error of CAN-Receive-Frame EEC2 (Pedal)                                                                 |

|       |                                                                                         |
|-------|-----------------------------------------------------------------------------------------|
| U0607 | Timeout Error of CAN-Receive-Frame<br>TSC1VE (Engine speed & Torque demand)             |
| U0608 | Timeout Error of CAN-Receive-Frame<br>RxSMVCU (Pedal & Engine speed<br>demand from VCU) |
| U0619 | Timeout Error of CAN-Receive-Frame<br>AT1T1I (DEF Level, Temperature over<br>CAN)       |
| U0632 | Timeout Error of CAN-Receive-Frame<br>FanCtl (FAN Control)                              |
| U1001 | Timeout Error of CAN-Receive-Frame<br>AAI (Hydraulic Oil Temperature)                   |
| U1003 | Engine shut off request through CAN<br>(EBC1)                                           |
| U1028 | DEF Quality Sensor Open circuit                                                         |
| U1030 | DEF Quality Sensor Short circuit                                                        |
| U1032 | Timeout Error of CAN-Receive-Frame<br>RxCCVS (PTO / Idle up)                            |
| U1033 | Timeout Error of CAN-Receive-Frame<br>EOI (Engine Starter Motor Relay Control)          |
| U1039 | DFC for error of FAN control (Fan<br>Control)                                           |

## SECTION 7

### Ratings

UTV ratings include vehicle identification numbers (VIN) and numbers of its component parts, the body and the engine.

- 1 - Vehicle identification number (VIN) is engraved on the right side frame tube in the cabin under the right side floorboard.
- 2 - UTV VIN plate is located under the cordura interior cover by the left side drivers seatbelt.



# NOTES



#### LIMITED WARRANTY

Ontario Drive & Gear Limited (hereinafter "ARGO") extends a limited warranty on each new ARGO UTV and on each genuine ARGO part and accessory sold by an authorized ARGO dealer. The limited warranty on an ARGO UTV is provided to the original retail purchaser; however, the balance of the unused warranty may be transferred to another party through an ARGO dealer, but any such transfer will not extend the original term of the warranty. Warranty coverage is limited to the country in which the original retail purchase occurs and to the original retail purchaser resident in that country or, if transferred to a resident in that country for the balance of the remaining warranty.

The warranty is validated upon examination of said parts by ARGO or an authorized ARGO dealer. ARGO reserves the right to inspect such parts at its factory for final determination if warranty should apply. ARGO will repair or replace, at its option (including any related labor charges), any parts that are found to be warrantable in material or workmanship. This repair work must be done by an authorized ARGO dealer. No transportation charges, rental charges, or inconvenience costs will be paid by ARGO.

ARGO does not assume any liability for incidental or consequential damages.

#### WARRANTY COVERAGE PERIOD

1. 24 months / 1000 hours from the date of sale, whichever comes first.
2. Until expiration of the new product warranty - for all eligible replacement parts on new product.

The warranty does not cover normal wear, abuse, or corrosion. Further, no warranty is provided for the following parts and items (if applicable):

|             |                                 |               |
|-------------|---------------------------------|---------------|
| Tires       | Drive/Driven Clutch Wear Parts  | Oil Filter    |
| Belts       | Torn or Punctured Upholstery    | Air Filter    |
| Light Bulbs | Cracks or Gouges in Body Panels | CV Boots      |
| Brake Pads  | Shock Absorbers                 | Spark Plug(s) |

#### WARRANTY LIMITATIONS AND EXCLUSIONS

This ARGO limited warranty will become null and void if:

1. Failure to perform the proper break-in procedure and all related maintenance, storage procedures (if stored for extended periods), and/or service as recommended in the Operator's Manual.
2. Repairs and/or adjustments made by anyone other than an authorized ARGO dealer.
3. Any modification, addition, or removal of parts unless instructed to do so by ARGO.
4. Removal of the engine for use in another vehicle.
5. Use of improper fuels, lubricating oils, or spark plug(s).
6. Vehicle has been involved in an accident or subject to misuse, abuse, or negligent operation, including overloading.



7. Use of the vehicle in any way for racing purposes.
8. Removal or mutilation of the Vehicle Identification Number or Engine Serial Number.
9. Damage due to improper transportation.
10. Use of aftermarket or unapproved parts, accessories or attachments not sold by ARGO.
11. Damage caused by Acts of God, such as storm damage, hail, lightning, and other environmental conditions.
12. Collision, fire, theft, freezing, vandalism, riot, explosion, or objects striking the vehicle.
13. Tampering with the vehicle's hour meter.

In consideration of the foregoing, any implied warranty is limited in duration to the warranty periods set forth. This warranty gives you specific legal rights, and you may also have other rights which vary from state/province to state/province and country to country. Some jurisdictions do not allow limitations on how long an implied warranty lasts, so the above limitations may not apply to you.

## **WARRANTY PROCEDURE / OWNER RESPONSIBILITY**

At the time of sale, a Training Certificate (if applicable) or an Owner Registration form is to be completed by the selling dealer and consumer. The receipt of the form by ARGO is a condition precedent to warranty coverage. It is the selling dealer's responsibility to retain and/or submit appropriate electronic registration to initiate warranty coverage.

The selling dealer is responsible to furnish the consumer a signed copy of the form which must be presented to the dealer when requesting warranty service. The registration form is the consumer's proof of ownership and warranty eligibility. The form is to be used by the dealer to validate the warranty claim. Retain your copy of the Owner Registration form and keep it in a safe place.

When warranty repair is suspected, the vehicle should be taken to an authorized ARGO dealer, who has the primary responsibility to perform warranty repairs.

The authorized ARGO dealer will examine the vehicle or part to determine if a warrantable condition exists. If a warrantable condition appears to exist, the dealer will repair or replace, at ARGO's option, including any related labor costs, all parts that are found to be warrantable and any other parts which the warrantable part caused to be damaged.

It is the owner's responsibility to maintain and service the vehicle in accordance with ARGO's recommendations in the Operator's Manual. To protect yourself and your vehicle, follow all safety and service tips. ARGO will NOT warrant repairs required as a result of not performing standard operator maintenance, storage procedures, and service as outlined in the Operator's Manual.

Should you have any questions concerning the warranty, contact an authorized ARGO dealer.



## U.S. EPA & CARB EVAPORATIVE EMISSIONS WARRANTY

ARGO warrants to the purchaser and each subsequent purchaser that the ARGO emissions system is:

- Designed, built and equipped so as to conform with all applicable regulations
- Free from defects in materials and workmanship that cause the failure of a warranted part to be identical in all material respects to that part as described in ARGO's application for certification. The warranty period is limited to 30 months from date of sale.

Subject to certain conditions and exclusions as stated below, the warranty on emission-related parts is as follows:

- Any warranted part that is not scheduled for replacement as required maintenance in the written instructions supplied, is warranted for the warranty period stated above. If the part fails during the period of warranty coverage, the part will be repaired or replaced by ARGO. Any such part repaired or replaced under warranty will be warranted for the remainder of the period.
- Any warranted part that is scheduled only for regular inspection in the written instructions supplied is warranted for the warranty period stated above. Any such part repaired or replaced under warranty will be warranted for the remaining warranty period.
- Any warranted part that is scheduled for replacement as required maintenance in the written instructions supplied is warranted for the period of time before the first scheduled replacement date for that part. If the part fails before the first scheduled replacement, the part will be repaired or replaced. Any such part repaired or replaced under warranty will be warranted for the remainder of the period prior to the first scheduled replacement point for the part.
- Repair or replacement of any warranted part under the warranty provisions herein must be performed at a warranty station at no charge to the owner.
- The Argo owner will not be charged for diagnostic labor that is directly associated with diagnosis of a defective, emission-related warranted part, provided that such diagnostic work is performed at a warranty station.
- ARGO is liable for damages to other engine or equipment components proximately caused by a failure under warranty of any warranted part.
- Throughout the ARGO warranty period stated above, ARGO will maintain a supply of warranted parts sufficient to meet the expected demand for such parts.
- Any replacement part may be used in the performance of any warranty maintenance or repairs and must be provided without charge to the owner. Such use will not reduce the warranty obligations of ARGO.
- Add-on or modified parts that are not exempted by the Air Resources Board may not be used. The use of any non-exempted add-on or modified parts by the purchaser will be grounds for disallowing a warranty claims. ARGO will not be liable to warrant failures of warranted parts caused by the use of a non-exempted add-on or modified part.



## U.S. EPA & CARB EVAPORATIVE EMISSIONS WARRANTED PARTS

The repair or replacement of any warranted part otherwise eligible for warranty coverage may be excluded from such warranty coverage if ARGO demonstrates that the UTV has been abused, neglected, or improperly maintained, and that such abuse, neglect, or improper maintenance was the direct cause of the need for repair or replacement of the part. That notwithstanding, any adjustment of a component that has a factory installed, and properly operating, adjustment limiting device is still eligible for warranty coverage.

The following emission warranty parts are covered:

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

1. Air-induction system
2. Fuel system
3. Ignition system
4. Exhaust gas recirculation systems

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

1. After treatment devices
2. Crankcase ventilation valves
3. Sensors
4. Electronic control units

The following parts are considered emission-related components for evaporative emissions: (Not Applicable for Diesel Fuel Powered Vehicles)

- |                            |                                     |
|----------------------------|-------------------------------------|
| 1. Fuel Tank               | 10. Vacuum Control Diaphragms*      |
| 2. Fuel Cap                | 11. Control Cables*                 |
| 3. Fuel Line               | 12. Control Linkages*               |
| 4. Fuel Line Fittings      | 13. Purge Valves                    |
| 5. Clamps*                 | 14. Vapor Hoses†                    |
| 6. Pressure Relief Valves* | 15. Liquid/Vapor Separator          |
| 7. Control Valves*         | 16. Carbon Canister†                |
| 8. Control Solenoids*      | 17. Canister Mounting Brackets      |
| 9. Electronic Controls*    | 18. Carburetor Purge Port Connector |

\*As related to the evaporative emission control system.

†Applicable to California models only

**Customer Information / Customer Checklist**

| Customer Information  |  |
|-----------------------|--|
| Name                  |  |
| Address               |  |
| City, State, Zip Code |  |
| Phone Number          |  |
| FAX                   |  |
| E-MAIL                |  |

| Customer Checklist                                                                                                                                                                                     |     |    |         |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|---------|------|
|                                                                                                                                                                                                        | Yes | No | Initial | Date |
| Visual Inspection                                                                                                                                                                                      |     |    |         |      |
| Received Service Instructions                                                                                                                                                                          |     |    |         |      |
| Shown All Engine Controls                                                                                                                                                                              |     |    |         |      |
| Warranty Fully Explained                                                                                                                                                                               |     |    |         |      |
| Received Owner's / Engine Manual                                                                                                                                                                       |     |    |         |      |
| Dealer Demonstrated All Controls                                                                                                                                                                       |     |    |         |      |
| Received Keys                                                                                                                                                                                          |     |    |         |      |
| I have reviewed and understand the warranty policy                                                                                                                                                     |     |    |         |      |
| I have visually inspected the UTV and found no defects                                                                                                                                                 |     |    |         |      |
| I understand this UTV is NOT designed for racing                                                                                                                                                       |     |    |         |      |
| I understand that this UTV is designed for off-road use only and is NOT intended for use on public roads or highways*                                                                                  |     |    |         |      |
| * Utility Task Vehicle (UTV) models are for OFF-ROAD USE ONLY. No UTV's are designed for or allowed on highways. Check local laws and ordinances regarding the use of Low-Speed vehicles in your area. |     |    |         |      |

## Pre-Ride Inspection

| ITEM             | INSPECTION PROCEDURE                                                                                                                                                                                                                | ACTION                                                                                                                                                                                                 |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Engine Oil Level | <i>Add oil if necessary. DO NOT overfill. Replace filler cap securely.</i>                                                                                                                                                          | Refer to operator's or engine manual.                                                                                                                                                                  |
| Fuel Level       | Add fuel (Diesel) if necessary. DO NOT mix oil with diesel. Replace cap securely.                                                                                                                                                   | Refer to operator's or engine manual. DO NOT refuel a hot engine. Allow engine to cool before adding fuel.                                                                                             |
| Warning Decals   | Make sure all warning decals are legible and securely attached.                                                                                                                                                                     | Replace as necessary.                                                                                                                                                                                  |
| Tires            | Prior to operating UTV, check the internal tire pressure and, if necessary, bring the pressure to normal by starting the engine. Carefully inspect tires and wheels and remove foreign objects stuck in them (stones, nails, etc.). | Check the internal pressure measurement with a manometer installed in the cabin. Add or remove air as necessary to meet requirements indicated in the specifications section of the Operator's Manual. |
| Fasteners        | Check wheels to ensure that all wheel nuts are securely tightened. Check for missing fasteners. Check that all other fasteners are secure.                                                                                          | Tighten and/or replace fasteners as necessary.                                                                                                                                                         |
| Steering         | Make sure steering controls operate-freely.                                                                                                                                                                                         | Lubricate and adjust if necessary                                                                                                                                                                      |
| Frame / Chassis  | Check for damaged frame and/or other chassis components.                                                                                                                                                                            | Replace as necessary.                                                                                                                                                                                  |
| Guards / Shields | Check all guards/shields covering moving parts.                                                                                                                                                                                     | Tighten fasteners on loose guards/shields. Replace worn or damaged.                                                                                                                                    |
| Lights           | Check for proper operation.                                                                                                                                                                                                         | See OPERATION section of the Operator's Safety Manual.                                                                                                                                                 |
| Key Switch       | Perform switch test and ensure that engine shuts off when key is turned to the "OFF" position.                                                                                                                                      | Repair/replace as necessary                                                                                                                                                                            |
| Brakes           | Ensure brakes function properly.                                                                                                                                                                                                    | Adjust/replace as necessary                                                                                                                                                                            |

ARGO RETAILER... Please complete this page at the time of sale to the new owner so your customer has all pertinent information that may be required.

ARGO MODEL \_\_\_\_\_

ARGO SERIAL NO. \_\_\_\_\_

ENGINE SERIAL NO. \_\_\_\_\_

TRANSMISSION SERIAL NO. \_\_\_\_\_

SOLD TO: \_\_\_\_\_

STREET ADDRESS: \_\_\_\_\_

CITY OR TOWN: \_\_\_\_\_ PROV/STATE: \_\_\_\_\_

POSTAL/ZIP: \_\_\_\_\_

DATE OF SALE: \_\_\_\_\_

WARRANTY PERIOD EXPIRES: \_\_\_\_\_

DEALER NAME: \_\_\_\_\_

PHONE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY/TOWN: \_\_\_\_\_ PROV/STATE: \_\_\_\_\_